

BUSINESS MEN

Chamber of Commerce on Harbor Improvement.

Representative Committee—Will Meet the Cabinet Today—Opinion—Maps—Attorney General.

For the special meeting of the Chamber of Commerce yesterday morning at the rooms of the organization in the Campbell block there was an attendance of fifteen members. All of the leading business houses and interests were represented. Those in attendance were: President Atherton, Secretary Spencer, Messrs. Hackfeld, Allen, Parmenter, Hopper, Wight, Schaefer, Hall, Swanzy, Lowrey, Jones, Green, Graham, Bowen and Ena.

It was well understood by those present that the matter of harbor improvement was to be considered. Mr. Dillingham with a couple of maps made a detailed explanation of present conditions and of proposals for the future. He severely condemned the ideas put forth by the Government in relation to extension of wharfage facilities and made a comparison of the two plans—his own and that of the Interior Department. Mr. Dillingham stated clearly that in discussion of the matter at this time he spoke simply in behalf of the interest of citizens at large in an important public work.

Messrs. Lowrey and Hackfeld thought the matter should be permitted to rest until the Legislature convened next month. This view was not shared by the other gentlemen, several of whom pressed the belief that immediate action should be taken. A number of the members made remarks, with the result that an amendment to a motion proposed by Col. Allen was finally adopted. The vote was for a committee to consult with the Government. The members of the committee are: Messrs. Jones, Hackfeld, Giffard, Schaefer, Swanzy, Lowrey and Ena.

In the course of the talk by Chamber members the verdict that the harbor or wharfage should be enlarged at once appeared to be unanimous. Mr. Dillingham pointed out, as he has in articles in this paper, his conviction that his own plans in slips were better and cheaper than the Government's. Figures were given and sketches shown. The first proposal at the meeting was for the committee to make a survey of the situation at the harbor. Then it was argued that both sides should have a hearing, it being considered that a fair and square issue had arisen.

The committee of seven will meet the Cabinet at the Executive Building at 11 o'clock this forenoon.

Attorney-General Smith made to a reporter for this paper yesterday a brief report to Mr. Dillingham's letter published yesterday morning and perhaps to others. Mr. Smith said that the wharf site lease made to the railway in 1890 contained the express stipulation that it could be terminated by the Government on notice of 90 days, the Government to pay for improvements. The Government had given notice and made the tender of money and had been resisted and met with condemnation proceedings. The railroad seemed to have forgotten the provisions of the ten year lease given for \$1 and further that it was receiving a subsidy of \$3,500 a mile, had free right of way and was exempt from taxation for twenty years. The Attorney-General continued that the question seemed to be whether the public or a private corporation should control the water front. The Government proposed to stand for the rights of the people. The Government, added the Attorney-General, was fully alive to what needs and would meet them. Mr. Smith said there was nothing connected in any way with the transaction that the public was not entitled to know and that in the course of the investigation he hoped all the facts would be brought out clearly.

ENTRIES.

Those Who Will Contest at Cyclo-
mene—Race Notes

Manager Clement of Cyclo-
mene track has arranged a fine series of five events and an exhibition third of a mile for Saturday night. The Hawaiian band will be in attendance to play during the intervals. The track is in better condition than ever before and records will very likely be smashed right and left. The entries closed yesterday with the following result.

First—Mile open (novice), one heat, with time limit. Entries: Jaa Smith, Nigel Jackson, G. A. Bower, W. H. Cornwell, Jr., M. V. Souza, R. W. Hali-
stead, Tom Treadaway.

Second—Half-mile open, professional, with time limit. Entries: Geo. Martin, John Silva, D. Whitman, Allan Jones, D. G. Sylvester, H. Terrill.

Third—Two-mile handicap, amateur. First heat T. B. Danson, scratch, Arthur Giles 50 yards, J. Gilman, 70 yards; C. C. Eakin, 80 yards, T. J. Higgins, Jr., 80 yards.

Second heat Henry Giles, scratch. T. V. King 50 yards, M. V. Souza, 70 yards; W. H. Cornwell, Jr., 100 yards, Nigel Jackson, 100 yards.

Fourth—Two-mile handicap, professional. Entries: H. Terrill, Allan Jones, scratch; Geo. Martin, J. Silva, D. Whitman, 50 yards; D. G. Sylvester, 80 yards.

Fifth—Mile open for boys. Entries: B. J. Rice, C. Holona, J. Kaaka, J. B. Belo, Frank Bachelor.

Exhibition third-mile flying start for island amateur championship. Fred Damon paced by K. B. Porter and C. Murray.

Three prizes will be given in the

amateur events, just as in the professional races.

Harry Terrill will be a drawing card. The fourth race, in which Jones and Terrill are down as scratch men, will be particularly interesting. Honolulu now claims Jones and, if he wins from Terrill, the distinction will fall on this place.

It is likely that Sam Johnson will be in the events of Saturday night, a week.

On Sunday afternoon Allan Jones made an eighth in 14 1-5 seconds and Jeff Higgins, who was behind him, made it in 14 2-5.

WAS AN INCREASE.

Errors Represent That Imports Had Decreased.

In an evening paper of yesterday is an article on the imports and exports of the country for 1897. As there are several unfortunate mistakes in the summary Collector-General McStockler called in at this office last night and requested that the corrections be made in the Advertiser for the purpose of offsetting wrong impressions.

The total imports into Honolulu amounted to \$6,640,138.00. By ports, the imports were then as follows: Honolulu, \$6,640,138.00 and not \$5,597,651 as stated yesterday; Hilo, \$550,224; Kahului, \$317,098; Mahukona, \$175,165. Grand total of \$7,682,628.09.

The imports for 1896 were \$7,164,561.40. Of this, \$1,100,908.89 was specific and as this is never reckoned in a summary of imports, the true value of imports for 1896 was the difference between these figures or \$6,063,652.41. The imports for 1897 were \$7,682,628.09 or an increase of \$1,818,975.62 and not a decrease of \$524,543 as stated in the evening paper.

A MURDERER.

New Zealand Fugitive May be on Oahu

There may be lurking about somewhere on these Islands, a murderer from New Zealand. Information regarding the man was given in at the police station only the other day by British Commissioner Kenny. The man is supposed to have left the country on the Alameda which passed through here on her way to San Francisco some time ago. It is thought likely that the fellow got off the steamer here for the purpose of taking another steamer or sailing vessel for some other port. This seems probable to the police from the fact that the murderer would of course know of the existence of cable communication, causing the police in San Francisco to be on the lookout for him upon the arrival of the Alameda.

The police here are in full possession of the description of the man but, as yet, no one answering to the same, has been observed.

January Planter.

Following is the table of contents for the January Planters' Monthly, out yesterday:

Notes on Current Topics.
The Sugar Market.
A New and Valuable Agricultural Service.
Cost of Beet and Cane Sugars.
The Annexation of Hawaii.
Remark on the Production of High Grade Sugars.
The Marsh Pump at Makaweli.
Views of an Experienced Boiler.
The American Orange Crop.
Reasons for Cultivating the Soil.
The Principal Amid of Sugar Cane.
The Coffee Situation.
Economic Importance of Ramie Culture.
The Testing of Sugar.
An Inspection System Against Foreign Insects.
The World's Supply of Sugar.

Labor to Come.

A meeting of the Board of Immigration was held in the Interior office yesterday afternoon to consider labor applications. Capt. J. A. King presided and there were present members John Carden, J. B. Atherton, and Joe Marsden. The following applications for Japanese laborers were approved:

H. Hackfeld & Co.	200
Hawaiian Com. & Sugar Co.	100
Castle & Cooke	50
C. Brewer & Co.	100
Grinbaum & Co.	30
W. G. Irwin & Co.	125
T. H. Davies & Co.	65
Total.	670

These laborers will arrive in about three months.

On the Pali Road.

Minister King and Attorney-General Smith made a trip over the Pali on the new road yesterday. They took an ordinary livery rig and agreed that the drive was enjoyable in the extreme. Capt. King said the new road is one of the best and easiest graded thoroughfares in the Islands and will be all right for teams and loads. A few more days will complete the fence and then the contractors will formally turn the road over to the Government.

To Users of Steam.

The attention of plantation and steamboat owners, and others using steam, is called to the anti-caloric boiler plaster and steam-pipe covering for which the Hawaiian Hardware Co. are exclusive agents for these Islands. The above covering has been used here by the I. I. S. N. Co. and is endorsed by Mr. A. W. Keech, the superintendent engineer of the company.

KAALA IS LOST

An Inter-Island Company Steamer Wrecked.

Blind Rollers Landed Her on the Reef—Effort at Saving—Had a Cargo of Sugar.

The steamer Kaala of the Inter-Island fleet is a total wreck on the reef at Kahuku. Nothing whatever was saved and the captain and crew landed safely at Laie in the steamer's boats with nothing of their belongings but what they happened to have on their backs.

The Kaala left this port last Monday morning with freight for Kahuku and Punaluu. She succeeded in landing all this in good shape and close upon 5 p. m. Tuesday, started out of Kahuku for Honolulu with a load of 2000 bags of sugar for M. S. Grinbaum & Co., valued at \$11,500 and fully covered by insurance. The weather was rough, but not any worse than that experienced many times by Captain Mosher at Kahuku. As the Kaala was steaming slowly over the bar, heavy seas came in and the steamer struck fairly on the bar. She refused to answer her helm and was struck by other seas. Then she got into a trough and began to fill with water rapidly. In a short time she was on the reef. Captain Mosher, seeing that there was no help for her, ordered his men into the boats and all hands went ashore.

The Kaala was then pounding heavily on the reef and breaking to pieces very rapidly. Telephone messages received yesterday were to the effect that the steamer had almost entirely broken up.

The Kaala was built in San Francisco by the Dickey Bros. and was launched in November of 1887. Her machinery was furnished by the Union Iron Works and her boiler by the Honolulu Iron Works. Her register was 272 and her tonnage 90.53. She was valued at \$30,000. The Inter-Island Co. carried its own insurance so the wreck of the Kaala is a complete loss.

The officers of the Inter-Island Co. attach no blame whatever to Captain Mosher and say that the wreck was one of those unfortunate things liable to happen at any time and especially in the treacherous waters at various of the places on these Islands. Captain Mosher has always been known as a careful and painstaking man who takes pride in doing his work well and at all times. He and his crew will be up from Laie today.

BREATHING.

Miss Walsh Gives a Prescribed Formula.

Miss Walsh had a very large audience for her lecture at Harmony Hall last evening. The attendance is increasing all the time and it may be necessary to secure a larger place. Miss Walsh gave a formula for correct breathing and this is it: Breathing must be rhythmical. It must be synchronized with the pulse beats. Inhale four times with the pulse beats. Hold the air two pulse beats. Exhale in four pulse beats. Rest two beats. Repeat.

The theory or conclusion or fact is that one controlling the breathing is able to control the emotions. This extensive control insures good health and should insure exemplary conduct. Said a physician who was in attendance last evening: "This is a sound and practical talk, side from any theoretical beliefs. You may not know, but sometimes physicians prescribe breathing exercises for nervousness and breakdown from office work. Ten minutes of regular, scientific, correct breathing each day will lengthen the life of a man who is compelled to spend several hours a day over a desk. It has long been prescribed as a foil to the danger of a sedentary life. As to controlling the emotions, that is plain enough. This correct breathing will insure or result in a calmness and a steadiness of thought that must have considerable effect on any man or woman. There is nothing remarkable about it at all, but Miss Walsh makes it very impressive and presents the idea forcefully."

The Testing of Sugar.
An Inspection System Against Foreign Insects.
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Total. 670

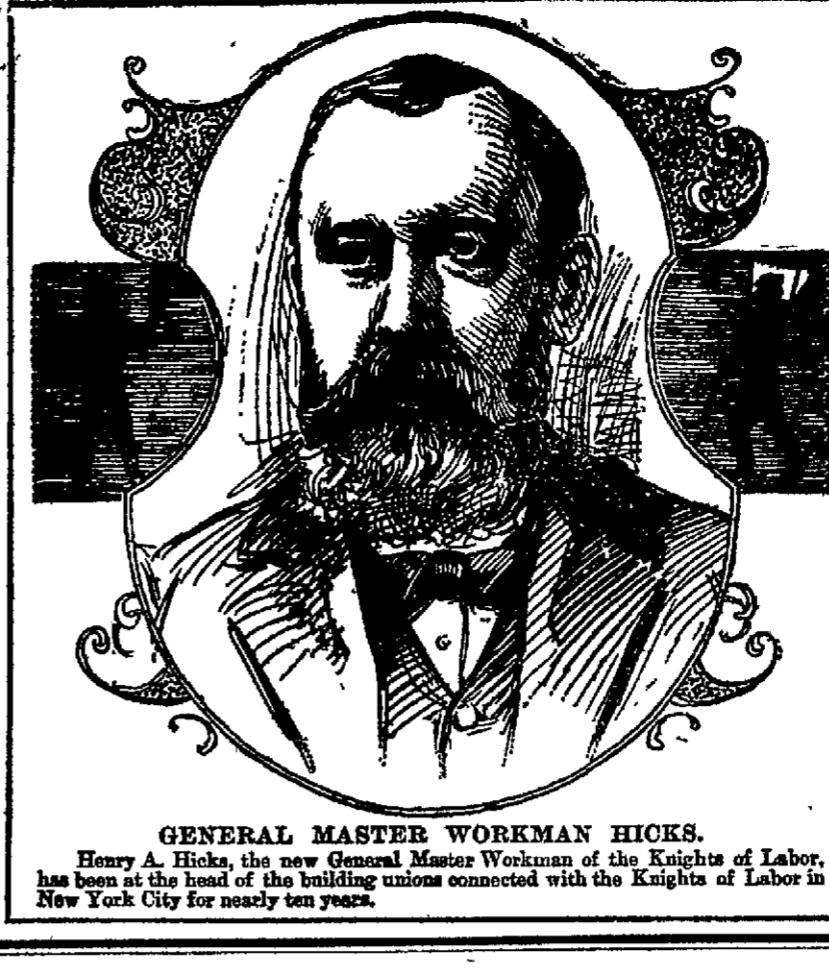
These laborers will arrive in about three months.

Hamakua Rough.

The Noeau arrived in port from Hamakua with a cargo of sugar. She reports very rough weather along the Hamakua coast. While discharging lumber at Honokaa, one of the boats was carried in by a heavy sea and smashed to pieces on the rocks. The sailors, when they saw the danger they were in jumped out and swam toward the ship. They were picked up without one man being hurt.

Mothers whose children are troubled

with bad colds, croup or whooping-cough will do well to read what Dr. R. E. Robey, of Olney, Mo., says on this subject. He writes: "For years we have used Chamberlain's Cough Remedies and always keep it in the house. It is regarded in our family as a specific for all kinds of colds and coughs. For sale by all druggists and dealers. Benson, Smith & Co., Ltd., agents for Hawaiian Islands.



GENERAL MASTER WORKMAN HICKS.

Henry A. Hicks, the new General Master Workman of the Knights of Labor, has been at the head of the building unions connected with the Knights of Labor in New York City for nearly ten years.

We Don't Want Your Money!
Your Promise to Pay

A LITTLE EVERY MONTH is what we would like.



BUY A SEWING MACHINE

On the Instalment Plan.
We are Sole Agents for
the two Best Makes, viz:

"WHEELER & WILSON"
AND THE "DOMESTIC."

Both of which we Guarantee.

All kinds of Machine Needles and Machine
Parts kept in stock or imported
to order.

L. B. KERR, Sole Agent.

PACIFIC HARDWARE CO.

DEALERS IN

Hardware

And
General Merchandise.

Agents for the Vacuum Oil Co.

OF ROCHESTER, N. Y.

The fact that the sales of VACUUM OILS have been More Than Double during the past quarter than for any quarter since they were introduced here some years ago, is a proof that they maintain their uniform excellence and superiority over other lubricants.

The Improved Aluminum Cane Knife

Has proved to be just what the Planters have been looking for. New Goods in all lines by late arrivals. A full assortment of

PILOWS.

California Fertilizer Works

OFFICE: 527 Merchant St., San Francisco, Cal.

Factories: South San Francisco and Berkeley, Cal.

J. E. MILLER, MANAGER.

MANUFACTURERS OF PURE BONE FERTILIZERS
AND PURE BONE MEAL.

.....DEALERS IN.....

Fertilizer Materials!

OF EVERY DESCRIPTION.

Have constantly on hand the following goods adapted to the Island trade:

HIGH GRADE CANE MANURE, FERTILIZERS,

NITRATE OF SODA, SULPHATE OF AMMONIA.

HIGH GRADE SULPHATE OF POTASH,

FISH GUANO, WOOL DUST, ETC.

Special Measures Manufactured to Order.

The manures manufactured by the CALIFORNIA FERTILIZER WORKS are made entirely from clean bone treated with acid. Dry Blood and Flesh, Potash and Magnesia Salts.

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JUDD BUILDING

That is the Name for the
New Brick Block.

Four Stories—Arrangements Made
With the Last Tenant—Moving
Architect—Roman Brick.

The Judd Building is to go up at the corner of Fort and Merchant and will be the property of the Judd Building Co., Ltd. It will be a four story structure according to the plans of Architect Traphagen and will be a thoroughly modern block. There will be an electric elevator, scientific lighting and ventilation, plate glass, iron columns, all with "Roman Brick" as the chief material. "Roman Brick" are long and narrow and yellow and are made at Lincoln, Calif. The Mills building of San Francisco and other notable buildings in that city and elsewhere are of "Roman Brick."

As indicated, the Judd Building will be owned by a joint stock company. The land belongs to the Chief Justice. The Hawaiian Investment company is organizing the corporation. Nothing in regard to this is on paper yet. Mr. Traphagen was made the architect on account of the favor with which his sketch found with projectors of the enterprise. Several other sketches were submitted. This will be the first four-story business block in town. It will cost more than \$50,000 and when completed will be the finest down town building. The first proposal was for two stories, which Chief Justice Judd intended to undertake for himself. So many applications for offices were received that the scope of the enterprise was widened.

It is said that most of the people who have asked for rooms express preference for the lower floors. This is contradictory to practice in the cities in the United States. Where there are buildings over there with height and good elevators the upper floors are most sought for. That may be the case here in time.

All of the tenants on the site of the Judd Building will leave their places of business on or before the 15th of February.

J. S. Martin, the tailor, takes the old Sprout store in the Campbell block on a lease for a term of years. He will move so soon as possible.

W. O. Smith has not yet found a location. J. F. Brown is looking for new offices for the Hawaiian Abstract and Title Co. Mr. Louis Marks seeks new quarters. The Annexation club central Honolulu bureau must be moved. The Hawaiian Board Bible house, which occupies the second floor at the corner, will be settled elsewhere. Walton, of Peerless Paint fame, has become so discouraged in his hunt for new offices that he expressed his intention of doing something desperate.

Morris & Schenck (People's Express) have secured the office in the rear of Roth's tailor shop, formerly occupied by Macdonald, the attorney. The hack people of the Judd corner will have their telephones in the express office.

It was at noon yesterday that the last tenant of the present frame buildings agreed to leave by the middle of next month. Orders were sent at once to the architect to go ahead with the plans and to the Investment company officers to proceed with the preliminaries in the direction of securing a charter for the Building company. There will be a call for tenders for construction of the building and for supplying material. Samples of the "Roman Brick" are shown by Lewers & Cooke. Work on the Judd building will be rushed with the hope of having it ready for occupancy this year. Brewer & Co. will move their offices from the water front to the Judd block, but will not go into the retail business.

FUNERAL.

Services Held Over the Remains
of Fred. J. Whitney.

The funeral of Fred J. Whitney was held at Butte, Montana, on January 2d, in the hall of Fidelity Lodge, I. O. O. F. A large number of people attended. The sermon was delivered by Rev. S. C. Blackston of St. John's Episcopal church. The floral gifts were rich and many. The burial took place in Mount Moriah cemetery.

The papers of Butte City indignantly denounce the assassination of Mr. Whitney, and call upon the authorities of Idaho to punish the criminals. It is stated that the miners of Idaho are jealous of the Montana miners. The incident of discharging two incompetent men was the occasion of the brutal assassination of Mr. Whitney. The growing up of a Mafia class in the mining States is regarded as an evil sign.

FORETOP GONE.

Trip of Mauna Loa—Native Sailors
Seasick.

The Kona and Kau packet, Mauna Loa, arrived in port at about 8:30 p. m. yesterday with her foretopmast gone. Regarding the trip, Captain Simerson said:

"We had rough weather from the time of leaving this port until our return. It was one continuous blow and at times, even the native sailors, used to all sorts of weather were seasick. The condition of some of the passengers need not be mentioned. Some of

them had nothing to eat throughout the voyage and food was plentiful too.

"We were very fortunate in landing all our freight on Monday. After that, the weather became rougher than before. While we were in the Hawaii channel at 12 o'clock midnight on Monday, we lost our foretopmast in the gale and the jib was torn into rags.

"At the time I was standing by the pilot house and had just stepped inside when the topmast came down with a crash, striking where I had stood just a few seconds before.

"I consider it fortunate that not a man was hurt and the ship was not so much as scratched."

SHOOTING.

Four Regiment Companies to Have
a Match.

On Tuesday night an acceptance to the challenge of Cos. D and G of the Volunteers for a twenty man shoot was sent in from Cos. E and F of the Regulars. When the challenge was sent the Regulars were informed that the shoot would commence on Saturday and finish on Sunday in case there should be an acceptance.

When the Regulars sent in their acceptance, they included the proviso that the shoot take place on Saturday and that the question of two days' shooting be stricken out. After due consideration the Volunteers decided to accept the situation.

There is more excitement on hand besides the twenty man shoot. When this is finished the forty men who make up the teams will challenge the Sharpshooters and no stipulations regarding the rifles of the latter or parts belonging thereto, will be made.

Spring at Niu.

There is at the present time a very interesting case in the Courts regarding a claim to a certain spring on this island.

The land known as Niu belongs to Chas. Lucas while Wailupe, immediately adjacent, is the property of the Perry Estate.

The spring in question is down on the seashore and the owner of Niu claims that the whole of it is on his land and therefore, belongs to him. The Perry Estate claims half the spring, so there the matter stands and will until the Courts shall decide in the case.

Lot of Surveying.

M. D. Monsarrat, the surveyor, has been given the work of surveying the immense tract of land in Puna, recently purchased by the Bruce Waring Co. for the purpose of dividing it up into lots. There are 26,000 acres in the piece and Mr. Monsarrat and his assistants will be quite a while surveying it.

The Isenberg land at Kapahulu, Kalaoleo and Pahoa will also be divided into lots and Mr. Monsarrat has been given this work also.

A Prophecy.

The S. F. Call lately had a page of 1898 forecasts by astrologers, seers and mediums. Here is part of the contribution of Mme. Young, medium:

"Princess Katulani will be ruler of the Hawaiian Islands. Should Japan get control of the Islands it would be a great detriment to commerce; there would be more trouble, more war than we can understand. But Japan will not get it."

Poor Vaccine.

With the object of improving the methods of vaccination, the Japanese Government recently imported some vaccine from England, France, Germany, Belgium, Italy, and Holland. On examination, the lymph was found to be of inferior quality compared with that produced there. It is supposed that it may have undergone deterioration by climatic influence on the voyage.

Carter Memorial.

Written permission was given Tuesday to the Charles L. Carter Memorial Committee to erect a fountain on Union Square. Mr. F. J. Lowrey, for the committee, agreed upon the space to be used as specified by the Government and the work will proceed at once. The Government on its part will treat the fountain as public property and keep it in order and supplied with water.

First to Report.

Collector General of Customs McStocker has just completed and presented to the Minister of Finance, his annual report for the year 1897. Although the work of the Customs bureau is the most voluminous of any of the departments, and the reports comprise many detailed statistical tables, the Collector General is the first head of a bureau to make returns.

Not So Bad.

The Philadelphia Record is mainly owned by Mr. Sliger, who has recently become financially embarrassed owing to his large investment in a paper mill. The net income of the paper for the last year was \$280,000, which is a trifle larger than the incomes of all the newspapers of Honolulu combined.

A PAKE STABBED

Bluejacket Makes a Murderous Assault.

According to the Victim's Account
There Was no Provocation—A
Knife—Taken to the Hospital.

There is a lot of trouble in store for a bluejacket from the Baltimore and the least he will get will be a term out in Oahu jail. Who the man is will certainly be known today, but at the present time the affair is a mystery. In a place known as Kapamoo, next to the Mills Institute and having alleys running out upon Nuuanu avenue and Chaplain lane, a Chinese Carpenter, Ah Kin by name, was stabbed in the left side just under the arm pit, so badly that the lung protruded. His assailant was a bluejacket.

At about 10 o'clock, a couple of bluejackets went into Kapamoo and one asked the Chinaman who is known to have rooms to rent for the night, if he happened to have a room he could get. The Chinaman gave the bluejacket the best room he had and took twenty-five cents in payment for it.

Not long afterwards the latter came out again and asked the Chinaman for the money. Of course there was a refusal. The bluejacket struck the Chinaman in the face and ran off with the latter following, crying out: "Hail in." Before reaching the small gate leading out upon Chaplain lane, the bluejacket turned and stabbed the Chinaman as detailed above. The latter kept on running and it was not until he had turned up Nuuanu just outside the Emma Hall premises, that he fell to the ground.

By this time quite a crowd had gathered and police were on the spot. A quick search was made for the assailant of the Chinaman, but he could not be found and is supposed to have escaped during the first excitement. There were a number of bluejackets and marines standing around, and among the number was Barson, a bluejacket from the Baltimore who said he knew the man who did the deed. He was immediately locked up for investigation. Another by the name of Mulveyhill was arrested, but released again on the word of some of his shipmates who accounted for his whereabouts at the time of the cutting.

Kaalaiki, a native woman living in the same place as that occupied by the Chinaman, says she can identify the man who did the stabbing and undoubtedly she will be called upon to do so some time today. Notices living in Kapamoo say there were two bluejackets about the premises at the time of the cutting. The one who went into the room was a tall man while the one who remained on the outside was short. Both fled just as soon as the deed was done.

Officer Neely of the Bicycle Patrol took the Chinaman to the hospital in a hick. To him the latter told the story of the stabbing.

Dr. Wood sewed the gash and dressed it. The injury is a serious one, but the Chinaman will recover.

Sugar Figures.
CENTRIFUGALS.

December 29th, sale of 13,000 bags spot, 4½ cents.

December 20th, sale of 3,000 bags spot, 4 7-32 cents.

December 31st, sale of 3,800 bags spot, 4 7-32 cents.

January 4th, sale of 3,000 bags spot, 4 16 cents.

Granulated, no change.

Beets, 9s. 6¾d.

Sugar stock a little lower.

H. A. A. C.

The H. A. A. C. is considering the proposition of having a championship athletic meet sometime during June or July. It is proposed to look up all the Island records in the usual athletic events and to appoint a day during which athletes here will have a chance to compete, the purpose being to break these records, if possible. At the next meeting of the athletic association, the proposition will be further considered.

Inspection Result.

Major Potter has received reports from three of his assistant inspectors and will have all the returns in by the end of the week. Enough is known already of the condition of the regiment to warrant the belief that certain reforms will be made without delay. There were several conferences yesterday with the result that it was practically settled certain uniform needs would be filled right away. Several scores of new blouses are required.

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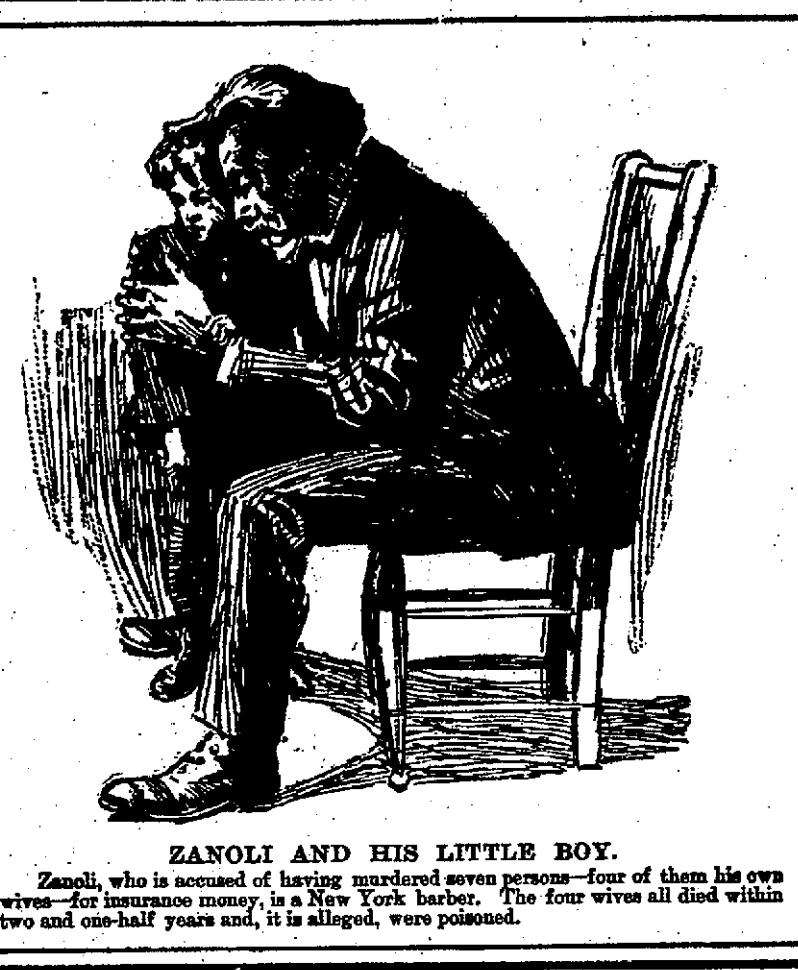
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ZANOLLI AND HIS LITTLE BOY.

Zanolli, who is accused of having murdered seven persons—four of them his own wives—for insurance money, is a New York barber. The four wives all died within two and one-half years and, it is alleged, were poisoned.

Good Baking Powder

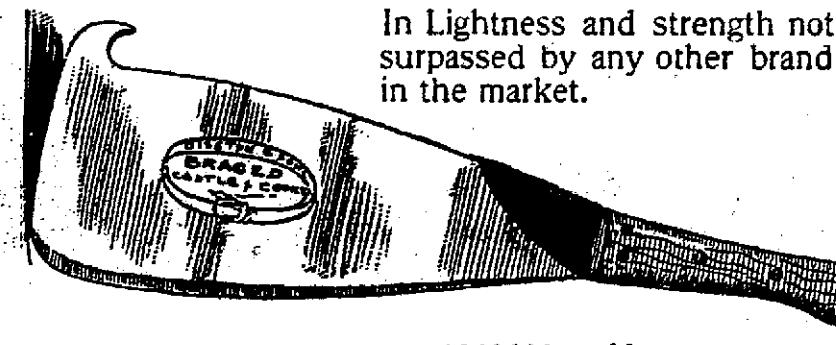
cannot be sold for 25 cents or 30 cents a pound. Cream of tartar is expensive and cream of tartar is necessary to good baking powder.

"Cheap" baking powder either contains alum (which is bad for the insides) or is badly made (does not do the work) or is weak.

Really cheap baking powder cannot be sold for these prices; but the cheapest of all is Schilling's Best—your money back if you don't like it—at your grocer's.

Try Our New Cane Knife.
THE BRACED.

In Lightness and strength not surpassed by any other brand in the market.



Planters' Hoes!

Of Both
English
And
American
Make.



Bar Iron,
Caustic Soda,
Anvils,
Bag Twine,
Belting;

Sheet Brass, Zinc, Lead; Galvanized Buckets,
Differential Pulleys, Coil Chain, Fence
Wire, Window Glass, Paints
and Oils.

CASTLE & COOKE LTD.
IMPORTERS
HARDWARE & COMMISSION MERCHANTS

A NICE
LINE OF
Handsome

Parlor
Furniture

Now in Stock.

ALSO
Bed-
Room
Suites
.....
J. HOPP & CO.

Leading Furniture Dealers.

KING & BETHEL STS.



A Model Plant is not complete without Electric Power, thus dispensing with small engines.

Why not generate your power from one CENTRAL Station? One generator can furnish power to your Pump, Centrifugals, Elevators, Plows, Railways and Hoists; also, furnish light and power for a radius of from 15 to 30 miles.

Electric Power being used, saves the labor of hauling coal in your field, also water, and does away with high-priced engineers, and only have one engine to look after in your mill.

Where water power is available it costs nothing to generate Electric Power.

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BRITISH AND GERMANS.

Lord Rosebery is said to be a very clever Englishman. He publicly remarked not long ago: "England has enough undigested empire already." Lord Salisbury seems to think so too. The German rulers study the British experience in governing foreign parts, and they agree with the British that it is trade and not territory that is wanted in these days. Professor Bryce makes it quite clear to his readers that Great Britain has enough colonial empire, and for the same reasons, Germany does not want any more of it than is profitable, excepting always the countries populated by the savage races which she can supplant.

England must and does admit that Germany needs a great depot in the Orient, because her commerce demands it. The British papers seem to regard the sudden movement of the Germans on Kiaochau as merely an incident, and perfectly natural. The Germans, for many years, have been looking forward to this event. The needs for it have been discussed repeatedly. The opportunity to obtain it came recently, and she acted at once.

The great nations do not seem to be very anxious to punch each other's heads. Money cannot be made by conquering and robbing each other.

The motives which induce Germany to annex in the China seas, after some patient waiting, are the same motives which impel the United States to annex these Islands.

SUPERNATURAL NATIVES.

After reading several communications on the subject of "racial instincts," we have concluded that the large majority of "educated" men in this community have not given it much, if any attention, and, therefore, know as little about it as they do about sewerage systems upon which their's and their families' health and even life somewhat depends. This is due, mainly, to a lack of time, and inclination to study these subjects, and not to the lack of intelligence or ability. These subjects are disposed of by horse-shed opinions, or are waived off with a motion of the hand. In the end, the community suffers from such trifling.

The great mass of material on the force of habit collected by students and scholars is hardly known. The wisdom of Lord Bacon was expressed in these words: "The predominance of custom is everywhere visible, inasmuch as a man would wonder to hear men profess, protest, engage, give great words, and then do just as they have done before; as if they were dead images and engines, moved only by the wheels of custom." "Instinct," "custom" and "habit" are convertible terms. The Latins said: "Custom is a second law;" and Carlyle said: "We do everything by custom, even believe by it; our very axioms, let us boast of Free thinking as we may, are oftenest such beliefs as we have never heard questioned."

So when our good friends of the Cousins' society say that the early missionaries did not find racial prejudices among the natives, Lord Bacon and Herbert Spencer and these scholars are foolish talkers, or the natives were simply supernatural creatures. What were the superstitions of the natives but race prejudices in favor of their own gods? And what were their ideas of virtue and right but race instincts or customs which neither the early nor late missionaries rooted out, and ex-

ist, according to Rev. Mr. Bicknell's and Dr. Sereno Bishop's writings with alarming force to-day?

Gen. Bradley T. Johnson, a noted Confederate general said 20 years ago: "We know nothing about the negroes' habits and mental processes, and now we are facing them in our ignorance."

At the October Indian Conference at Lake Mohonk, Dr. Ellis said, we are no longer trying to make a Puritan of the Indian, but to make a good Indian. That is, he is taken with his prejudices and customs, and made better. His racial instincts are recognized.

The common law of the English-speaking world is founded mainly on immemorial usage, or custom, which becomes the racial instinct, and yet this powerful common law is often contrary to good abstract reasoning. It is surprising that lawyers are not the first, in this community, to realize the supreme force of race instincts in shaping institutions. Even if Lord Bacon is not considered an "authority" here, Blackstone should be.

THE RAILWAY AND THE GOVERNMENT.

The dispute between the Government and Mr. Dillingham is this, as we understand it:

Previous administrations, under the laws and charters, gave to the Oahu Railway Company, liberal rights to use and build wharves, and no limitation was expressly put on the extent of this power. The Railway Company has borrowed large sums of money on the faith and strength of this grant, and the income to be derived from it. Any deprivation of the franchise, impairs the value of the security which the bond holders and creditors have for the payment of their claims.

The present Government, very wisely believes, that the wharfage front should belong to the people, and it proposes to take away the wharf rights of the Railway Company, but at the same time give the Railway Company abundant facilities for doing its business.

The Railway Company insist that if this is done, it will not only deprive it of its granted rights, under the laws and charters, but greatly impair the security held by its creditors.

The present policy of the Government should have been adopted years ago, and no wharf rights should have been granted, but these rights have been granted, and are now outstanding.

While the Government may take almost anything for public use, under the right of "eminent domain," the question is raised whether it can take back that which it has solemnly contracted to give, that is, can it impair its own contracts?

It is what the lawyers call a "nice" question, and it is more difficult to decide it here, because our Constitution and laws are unlike those of the United States, on this subject.

Mr. Dillingham insists that the Government is trying to beat him, by securing possession of the property by force, which is said to be nine-tenths of the law. The Government denies it.

The dispute between the Government and the Railway Company is in the Courts, and is an entirely separate from the matter of properly securing the largest possible wharf fronts in the harbor.

THE JAPANESE DIET DISSOLVED.

The quick dissolution of the Japanese Diet by the Emperor again makes confusion in Japan. It became clear, on a motion of want of confidence in the Cabinet, that the motion would carry, and the Emperor under the advice of the Cabinet, dissolved the Diet at once.

It looks as if Japan was suffering more from internal disorder than from foreign troubles. The whole case illustrates with much force, the supreme difficulty of changing the racial habits, cus-

toms, and instincts of any people in a day. The new Constitution of Japan is a "paper" constitution and its roots do not run down to the people. They were governed by "clans" before the revolution of 1868, and they insist upon being governed by "clans" now, and no pure reasoning changes their instincts.

CAPTAIN KING'S BOTTLES.

Captain King, in a solemn official notice, informs the public that he has thrown 12 "white bottles" into the ocean, beyond the reefs; that "each one contains an inscription." He asks that they may be picked up.

No information whatever is given in the notice, about the object of this singular transaction.

There is a rumor that the Ministers have been greatly disturbed by Professor Cummings' brutal prediction that these Islands will soon be submerged by earthquake action. They have, therefore, with forethought, provided this method of informing mariners who may sail over the submerged group, of the prevailing thoughts and sentiments of our rulers. There seems to be unnecessary haste in launching out these bottles, with their records, before the first shock and subsidence takes place. But the worthy Ministers no doubt felt that if they retained them until the moment the fire was applied to the volcanic forces, they might be lost in the confusion. Our hypnotic reporter gives the inscriptions enclosed in several of them. Mr. Hassenger will verify their correctness.

Bottle No. 1.—

"The best government is, which attends to its bis."

Bottle No. 2.—

"Four Ministers we. Do not always agree."

Bottle No. 3.—

"The Morgan dance is done, The people had their fun."

Bottle No. 4.—

"Annexation is coming. Booming, whooping, humming."

Bottle No. 5.—

"The invasion of Asiatics, Gives us the rheumatics."

Bottle No. 6.—

"White are polar bears So are our official hairs."

PENAL CONTRACTS.

The planting interest thinks, no doubt, that it has served its time, as a target for the sharpshooters of Good Advice, and we do not just now propose to make any scores on that line.

But there are some important facts which have a serious bearing on the future of the sugar industry that must not be forgotten.

Up to a recent period, there has been no large class of men in the States, that has been personally interested in attacking the Islands' sugar interest. But, within several years, an active, bitter implacable enemy has appeared in the sugar beet interest. It honestly believes that there is good cause for abrogating reciprocity. It is the first industry which includes many men that has the leverage of an appeal to self interests. It is making the farmer believe that he is personally injured in his own business by Hawaiian reciprocity. When self interest is touched these men act. This is one serious fact.

Another serious fact is, that the labor parties of America have never taken any interest in the Hawaiian matter until recently. It is presumed that the sugar beet interest has made persistent efforts to stir up this labor interest to oppose annexation. The result is that the American Federation of Labor in its convention held in Nashville, resolved to oppose annexation on account of the penal contract laws that exist here. This Federation is a powerful body of men, and controls a vast number of intelligent voters.

Here, then, are two important facts. The sudden hostility of the sugar beet interest, and the sudden hostility of the national labor interest.

Now then, is a third fact. It is the powerful and unlimited influence of the labor interest over Congress. In 1882, it demanded of Congress, at the instance of a few Pacific States, the exclusion

of Chinese from the United States. Congress at once rushed through a law prohibiting Chinese immigration. It was vetoed by President Arthur, because it was in contravention of a treaty. But Congress bowed low before the labor King, and subsequently passed other immigration laws which are now in force.

One more fact: The laboring interest in the United States will not tolerate penal contracts.

And one more fact: These Islands depend upon the United States for their prosperity.

The planting interest may judge for itself what the proper policy is to pursue regarding penal contract labor. Does not every year of the continuance of this kind of labor enlarge and consolidate this wide spread hostility to it? Would it not be better, at the earliest moment to change the labor system, as it can be changed, and diminish rather than increase this opposition? The planting interest must itself reason on this matter. If it sees impending danger, without annexation, it should act, from motives of self interest alone in creating the most harmonious relations with American sentiment.

THE WHARF MATTER.

The Chamber of Commerce promptly acted on Mr. Dillingham's request, and had a conference yesterday with the Cabinet on the matter of wharf facilities for this port. After listening to the statements made on behalf of the Government, the committee, representing the Chamber declared that it was satisfied with the explanations made, and retired.

The Advertiser, in allowing so much of its space to be occupied by Mr. Dillingham's charges against the Government, felt that a person who has displayed such indomitable energy in developing the resources of this island, was entitled to unusual consideration. It desired that he should never be justified in making the complaint that he could not get the ear of the public, or that he was prevented from fully informing his fellow citizens of his views on public matters. He has now had the largest opportunity.

The Washington Times, (D. C.), states that a prominent diplomat recently said, upon the best of authority, that if annexation did not take place: "The Dole Government had the option of another alliance. It has its choice of maintaining its autonomy under Japan in which case England would abandon her idea of putting Kaiulani on the throne."

We are grateful to the Times for its aid in securing annexation. But that diplomat must be only in the "first reader," and has given the Times some wild gossip of the Metropolitan Club.

The Times also states that President McKinley and Secretary Sherman are somewhat at variance about the treaty. It says that the State Department refuses to say whether it is temporizing with Japan or not, although the President is straight forward enough. The retirement of Secretary Sherman is expected.

The Burlington Press, Vt., publishes the following letter from Senator Morgan to a constituent: "I have told our friends that if Washington or Oregon would accept of Hawaii as a country, I would favor it (annexation) but never as a territory, as it would be brought into the Union as a State upon the first exigency, and it would be a farce to give natives or any others there State powers and equal representation in the Union with New York, Pennsylvania, Illinois, Ohio and Massachusetts."

Senator Gorman desires that annexation shall be made with a stipulation that Hawaii shall never be converted into a State. But he does not say how the possible constitutional difficulties are to be overcome in the way of retaining it as a permanent territory.

Miss Jennings, the clever correspondent of the Chicago Times-Herald, has published a careful, well-prepared and reliable letter on the coffee industry of these Islands. It has attracted

much attention, and will without doubt attract many settlers.

Miss Jennings has taken the Aloha aina very badly. Like many others she believes that she is in a Babylonian captivity in the United States, and prays for a return to the Pacific Jerusalem.

A GREAT CURE.

Honolulu Men Capture a Bonanza in a New Remedy.

There has been quietly introduced into Honolulu within a month, a new scientific treatment for the cure of rupture. The discovery is nothing in the nature of a patented specific, but is the application of medical and surgical methods studied out and proven by a well known physician of Boston.

A local drug man while in the United States last year learned of the remedy and secured the right to use it in these Islands and an option on the "rights" for New Zealand and Australia. This citizen has probably captured a bonanza of very desirable proportions.

He has taken into the arrangement a well known practitioner of the city and several cases are being treated. The method is the injection of a fluid which builds up a permanent tissue, causing the hernia to disappear after about six weeks of treatment for 10 minutes a week.

At present neither the drug man nor the physician here will discuss the matter, but enough has been ascertained concerning it to predict safely that a stir is to be made that will be singular and decided. The sufferers from rupture are many indeed and if a cure has actually been found the custom of the owners will not be light and the revenue is certain to be heavy. A Boston paper is authority for the statement that the whole thing is honest and that the rights of the one State of Vermont alone were sold to two reputable physicians of that sterling Commonwealth for \$75,000.

KONOHI.

Chinese New Year Season Begins Today.

The season of fire crackers and hardships in the kitchen and with the dustpans is once more upon the public, and the hard-working Chinese servants will waltz out of the house this afternoon, all shining in their holiday attire and with a bunch of red papers in each hand. It is the happy Chinese new year and the season when ill temper on the part of housekeepers is bound to shine forth if at any time.

The new year of the Chinese begins at 5 p. m. today and lasts for three, four and five days, according to the conditions in which the Mongolians happen to find themselves. A solemn warning to people with frisky horses is contained in one word, "firecrackers," at this season.

From 12 m. to 2 p. m. tomorrow, Goo Kim Fui, Chinese Commercial Agent, will receive in the hall of the Chinese United Society and all throughout that day, the wealthy Chinese merchants will entertain their friends in luncheons and dinners. As usual, the band will play during the reception hours at the hall of the Chinese United Society on King street.

Circuit Court Notes.

Kaneohe Ranch Company have filed a bill of costs amounting to \$23 in the suit against Ah On.

Thomas R. Mossman has brought suit against Chung Monting for the recovery of \$400 on a note dated February 4, 1888, and interest amounting to \$381.55 from February 4, 1890.

He Flart has made affidavit that he knows the plaintiffs in a suit brought against him are impetuous and that if the case were decided against them they would be unable to pay costs.

Kalaauku denies the allegations in the complaint of F. de Silva Cosgulho and asks judgment for costs and disbursements.

J. D. Tregloan and E. C. Winston, the former on behalf of H. S. Tregloan and son and the latter being a creditor of the estate of Kate Tregloan, have made objections to the claims of T. R. Davies & Company, Ed. Hoffschaefer & Company and Riess Bros. Company against the estate. J. D. Tregloan's claim was filed over the objection of the other creditors and his ballot cast for E. C. Winston as assignee.

Petition was made yesterday that Harry Cannon be declared a bankrupt.

Supplementary petition was made yesterday for the appointment of Tatsu Fukuoka as temporary administrator of the estate of Yoshimi Shidzuno.

G. W. Kualaku et al. have brought suit against Samuel Andrews to quiet title to an estate in Keawaula, Waialae.

A writ of mandamus has issued from the Supreme Court to the District Magistrate of Honolulu to hear the suits brought by Ahul against Tai On.

The final accounts of J. M. Camara, administrator of the estate of J. C. Pacheco, were filed yesterday, together with petition for discharge.

Petition was made yesterday for the appointment of Almyra E. Eldredge executrix under the will of the late Charles H. Eldredge.

H. Holmes has made special appearance to the Court and without otherwise submitting himself to the jurisdiction of the Court and reserving to

himself all right of exception thereto, moves to quash the proceedings brought against him so far as he is concerned, by S. Ahml, on the ground that no service has been made upon him.

Martha N. Spencer, executrix of the estate of F. Spencer, denied the allegations in the declaration of C. Lai Young.

J. O. Carter, W. F. Allen, Charles M. Hyde, William O. Smith and S. M. Damon filed their bond yesterday as trustees of the Bishop estate.

Julia Ake has brought libel for divorce from Look Say Ake.

R. W. Wilcox has brought suit against Bruce Cartwright to recover two pieces of land in Palolo of which he claims to have been unjustly deprived.

H. W. Mist has brought suit against S. M. Kewalo for the recovery of a piece of land at Kalia, Waikiki. Damage is fixed at \$100.

The Court has been asked to decide whether Kaulukoo and Peter Nunes or William Kaapa have the right to ownership of four different pieces of land.

Land valued at \$1000 is at stake in the dispute between Kemella Holt and Kaaukal and M. V. Holmes brought before the Court yesterday.

The Court is also asked to decide the ownership of land claimed by both Hattie K. Vivichove and F. J. Testa. F. J. Testa denies plaintiffs' allegations.

E. A. Mott-Smith has been appointed temporary administrator of the estate of Yoshimura Shidzuo.

Ho Sun denies the allegation in the complaint of R. W. Wilcox.

DR. WM. MAX WOOD

The Distinguished Father of the
Late Lieutenant.

SERVICE TO HIS COUNTRY

Largely instrumental in the Acquisition of California for the United States—Was Commanded.

The late Lieut. Wm. Maxwell Wood, who had been well known here as an officer of U. S. S. Philadelphia, had a distinguished father, also a naval man. The fame of the sire is preserved in the papers of the New York Historical Society and in histories of California. His name was Wm. Maxwell Wood.

The following is from Geo. Cumming McWhorter's New York Historical Society paper entitled "Incident in the War of the United States with Mexico, illustrating the Services of Wm. Maxwell Wood, Surgeon U. S. N., in effecting the Acquisition of California."

In the winter of 1846, the United States fleet, consisting of the Savannah, Cyane, Levant and other ships, under command of Commodore Sloat in the first, was at Mazatlan, a port on the Pacific just within the tropic. The British fleet, under Admiral Seymour in the Collingwood, was at the same place. The Admiral had ample arrangements by which he could receive early information from every quarter, and devoted himself especially to observing ships. He was, if possible, more keenly alive to the importance of the situation, and the critical state of affairs, than was either the United States or Mexico. Just then a report was circulated in Mazatlan, that war had broken out between the latter countries; but as it was merely a rumor which might have grown out of nervousness or some trifles magnified, and as the British Admiral, notwithstanding his arrangements to obtain early information, had not received any such news from any reliable source, the report was not credited by any, and all was quiet on the Pacific.

Dr. William Maxwell Wood was then Fleet Surgeon of the United States Squadron. This officer having obtained permission to return home, Commodore Sloat entrusted him with written dispatches and private advices which it was thought best not to commit to paper. The Doctor took the route through Mexico, accompanied by Mr. Parrott, United States Consul at Mazatlan, who was also on his way home.

When the party arrived at Guadalajara, the town was in a state of agitation arising from rumors of war. Fortunately, Dr. Wood was well acquainted with the Spanish language.

Very soon he gathered from conversations in his proximity, not intended for his ear, that a collision between the United States and Mexican forces had taken place along the Rio Grande. The Mexican papers gave exaggerated accounts of what had occurred. The feelings of the people were excited. There was no time for reflection in an emergency requiring instant action.

The Doctor was a peculiarly cool and sagacious man, and on unflinching courage. Immediately he grasped the occasion, and decided upon the course for him to pursue, and with quietness and calmness he carried his decision into effect. He wrote a dispatch recounting the intelligence he had received, and sent it under cover from Consul Parrott to Commodore Sloat. The courier rode full speed, night and day, and delivered the dispatch to Sloat, at Mazatlan, at the earliest practicable moment. The Commodore, as soon as he received the important and exciting information, perceiving the exigency of the case, acted with admirable decision and promptitude. He ordered the Cyane and Levant to sail directly for Monterey, and followed very soon after in the Savannah. As soon as he arrived at Monterey, July 7th, 1846, he occupied the town, hoisted the American flag, and took formal possession of Monterey, San Francisco, and others of the California in behalf of his Government. The possession so taken was never relinquished, except in regard to Lower California, a territory of little value. A few days after the departure of the United States Squadron from Mazatlan, Admiral Seymour received similar advices to those which Dr. Wood had so rapidly forwarded to Sloat. The Admiral instantly fathomed the intentions of the Commodore, and without delay sailed on the same errand, hoping to outlast the American ship. But the Savannah was a fast vessel, and being driven to the utmost, the Admiral did not succeed in overtaking her. When he reached Monterey he found the American flag flying on the soil, and California formally and actually in possession of our country and safe from English designs. It will be readily conceived that he was deeply chagrined in being outdone, notwithstanding his arrangements for early information, by American sagacity, promptitude and pluck, and in seeing Her Majesty's Government thwarted in its well devised and long cherished scheme of territorial aggrandizement—one, too, which, had it been successful, might have changed the political face of this continent. However, he stomached the affair with the best grace of which he was master, and no trouble arose between the Americans and British on the Pacific, the latter recognizing that the former had acted legally, and as they would do under similar circumstances themselves.

Mr Bancroft (secretary of the navy) was highly gratified by the conduct of Dr. Wood in the trying circumstances in which he had been placed, and complimented him highly upon the courage and ability he had displayed in protecting and advancing the interests of his country. Subsequently, Commodore Sloat addressed him a very commendatory letter, acknowledging the great value of the services he had

rendered "at the risk of his life." Mr. Mallory, too, Chairman of the Committee in the United States Senate on Naval affairs, wrote Dr. Wood afterwards, saying, among other things: "Every intelligent mind must at once appreciate the importance of the service you have rendered the country, and your personal hazard in traveling through the heart of the enemy's country, communicating with your military superior, and furnishing him with the sole, and otherwise unattainable information upon which he based the acquisition of California. The importance of this acquisition can best be estimated by asking ourselves what would have been our National position on the Pacific, and upon our Oregon frontier, had Great Britain, instead of ourselves, acquired permanent possession of it. I have always contended that its acquisition constitutes one of the Navy's strongest claims upon the gratitude and fostering hand of the Nation, and this chapter in your own history, furnished by your own service, but strengthened the conviction."

Dr. Wood, in course of time, became Chief of the Bureau of Medicine and Surgery in the Department at Washington.

IS IT OPIUM?

Schooner Signalling to Shore Off
Kaena Point

The little Kaena point packet, Iwa, came in from that place on Wednesday night and will make another trip on Monday, when she will take freight for Waialua. Usually, the trip to Kaena point and the space of time spent there are both very monotonous, but there was a tinge of excitement to the last trip which the captain relates in the following language:

"I was lying close inshore at Kaena point on Monday night and making preparations for the night, when my attention was fixed on men ashore moving about as if intent upon something. I called out and found the fellows to be men employed in the work undertaken by Wilson & Whitehouse. They did not waste many words, but told me to look out at sea. I gazed, but saw nothing. The direction was more definitely designated and I soon saw a bright white light. Taking this to be the light of a Kauai steamer, I was about to walk away, when I suddenly observed a blue light from the same place.

"I knew then that there was an opium deal on and looked for lights from land, but there were none. I gazed back toward the direction of the lights from sea, but all was darkness. Nothing more occurred that night.

"On Tuesday night the lights again appeared at sea, and I could make out the outlines of a large schooner. The peculiar part of the occurrence on both nights was the fact that no answer came from shore.

"Undoubtedly there is crooked business done in that direction. The men at work at Kaena point will keep close watch."

Burns' Birthday.

The Scottish Thistle club will give a banquet on next Tuesday evening in observance of Burns' birth anniversary. Geo. L. Dall will be in the choir and the program will be about as follows:

The Immortal Burns—Dr. Macmillan. Song—There was a lad was born in Kyle—Mr. McRae. Violin solo—Scottish Airs—W. A. Love, with piano accompaniment. The Land of Burns—Robt. Carton. Song—Scotland Yet—John L. Brown. The Land we live in—Daniel Logan. Absent Members—W. F. Wilson. Music. Kindred Societies. The Ladies. The Press. Reading—Geo. L. Dall. Reading—J. A. Dower. Music. Auld Lang Syne.

Remembered Miss Leighton. Miss Zella Leighton, the local prima donna soprano, at the invitation of Chaplain Freeman sang aboard the U. S. F. S. Baltimore a few evenings ago, for the entertainment of the crew. Yesterday the boys of the American flagship sent to the vocalist whose efforts had pleased them so much, a memento of the occasion. The token was a beautiful and heavy gold bracelet inscribed: "From the crew of the U. S. S. Baltimore." The men felt under the deepest obligations to Miss Leighton who says that never before in her career has she had so appreciative an audience.

Leaves the Regulars. Private O. Whitehead of Co. E of the regulars has been transferred to Co. D of the volunteers. Co. E loses a good man in Whitehead. Aside from his fine record as a soldier, he was one of the best marksmen the regulars had to boast of. Mr. Whitehead has accepted a good position with the People's Ice Company.

Secret Social Club. A meeting of the 1898 Social Club was held on Wednesday night. Permanent officers were then elected and a motion passed to the effect that the names of the men be kept a secret.

The first dance of the club will be held in Waverley Hall tonight. Invitations were sent out yesterday.

The regular meeting of Company D will be held in the drill shed at the usual hour this evening. Important matters of business will be discussed and every member of the company is ordered to be present.

AT THE CIRCUS

The Opening Performance
Proves a Fine Success.

Harry Dixon's Riding—The Contortionists—Little Folks and Little Ponies—"Funny Peanuts."

For its initial performance in Honolulu, Willison's circus had a very good audience. The people who attended applauded and laughed a good deal and seemed to be entirely satisfied with the entertainment. The program was a long one. There was merit in every number and considering that it was the first night after a long sea voyage things went quite smoothly.

There are many novelties and many very good things in the circus. The interior was nicely decorated and well lighted. There was an avenue of palms for the entrance and there was one big Hawaiian flag and a lot of the stars and stripes. Seating arrangements are excellent.

There is not a poor performer in the company. The St. Leons and Jack Hayes were warmly welcomed. The Hippitians and the little ponies furnish amusement for young and old alike. There is no question about "Funny Peanuts" being funny. As a clown he is a prize for any circus.

There is a division of opinion as to Harry Dixon and Lahl Sing. So far as those who looked the matter up were able to tell, the best judges were satisfied that Dixon is much superior to the man who was Wirth's star. Hundreds of personal friends of Lahl Sing were in the audience last night and they applauded Dixon's riding to the echo. He is certainly a phenomenal horseman.

The opening grand pageant makes a pretty scene. Miss Frederica handles a horse beautifully, and Miss Willison is decidedly skillful with four horses. Miss Wallert rides well and is an expert on the trapeze. The riding monkey made a big hit. All the clowns are laugh producers.

The Virets are wonderful in their contortion act. They do about the best work of that sort ever seen here.

Altogether the show is more and better than promised and from what Mr. Willison says there is a whole lot in reserve. Last night the tots swung Indian clubs and the windup was an expose of circus riding with a boy whose antics made people laugh till tears ran down their cheeks. The trick dogs and the Ceylon dwarf bull were not on the program. Mr. Willison says all he has in the shop will be shown in due time and that when all hands have their sea legs back they will do better yet. The band is a little lame, but is to be improved.

Another performance will be given at 8 this evening.

LOCAL BREVIETIES.

The Hawaiian Gazette Company, Ltd., has elected officers for the ensuing year.

Tracklaying is now in progress on the extension of the Oahu railway beyond Waianae.

The birth anniversary of Burns falls on Tuesday next and will be observed by Scotchmen here.

The Board of Health meeting on the schedule for Wednesday was postponed for one week.

Work of rebuilding portions of the Kapiolani horse racing track for March 17 and other meets is now done.

If tax returns are not made during this month the assessor may fix values and the right of appeal is waived.

The Chamber of Commerce will meet today at 10 o'clock to hear report of Committee on Harbor Improvement.

The foundation of the Judd building will be on coral. The block will be the beginning of the Honolulu skyscrapers.

The January number of the Planters' Monthly has several excellent trade articles as well as a good statement on Annexation.

Chas. Hooper, a native of England, died in Rauloli Hookena, December 29th, 1897, at the age of 82. He was a kamaaina here.

E. O. Hall & Son are offering a new line of goods just to hand per Gwy.

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See partial list as announced today in an advertisement.

Cecil Brown is to be president of the Sisal Company which Mr. Turner has organized. W. C. Weedon will be secretary and treasurer and W. G. Ashley auditor.

Mrs. Miller, wife of the American Admiral now at this station, dined in the ward room of the U. S. F. S. Baltimore last evening as the guest of Lieutenant Andrews.

Col. Z. S. Spalding is expected here by the Belgic Saturday. So are Prof. Koebel and Bruce Cartwright. If Prof. Koebel does not arrive he will be cited per cable by Jos. Marsden.

Major McLeod and Captain Schaefer made an official call aboard the U. S. S. Concord Wednesday afternoon, going out in a shore boat from the stern of which the Hawaiian flag was flying.

Mrs. E. F. Bishop gave a luncheon in honor of Mrs. John Buck at her home in Nuuanu yesterday. The table was prettily decorated with nasturtiums. Those present were: Mrs. S. C. Allen, Mrs. A. Fuller, Mrs. Julian Monksar, Mrs. H. H. Renjes, Miss Walker and Miss Irwin.

OUR REPUTATION

For fine watch work is widespread; but we wish to impress the few who may not yet be in line, with the necessity of sending their watches when out of order to us directly; and not first allow every tinker to ruin the watch after which, send it to us for proper repairs.

The Cost is always more to you, after such treatment; ever so much better to send it right down to us, for we allow nothing but perfect work to leave our workshop.

You will be surprised, too, how much cheaper it will be, and how much more satisfactory to you.

Watches are securely packed in wooden boxes, and returned in the safest possible manner

H. F. WICHMAN

BOX 342.

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Chronicle,
Examiner,
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Wall, Nichols Company
HONOLULU.

A Rare Opportunity.

A LEASEHOLD FOR SALE.

At a very low figure, 1,500 acres of land in the District of North Kona: 158 are subleased to responsible parties at a good rental; 200 acres are planted with coffee, in good condition, from 3½ to 4½ years old; 50 acres are in old coffee, and all of the remaining 1,100 acres are suitable for the planting of coffee.

The party purchasing, will only be liable for the taxes on improvements on the property, no rental to be paid.

This is a splendid chance for a party with the necessary capital to make an investment that is sure to bring a large return on the money invested, as you have in this tract all climates and elevations suitable for all kinds of coffee.

For further particulars, apply to

Geo. McDougal & Sons,

Kailua, North Kona, Hawaii.

P. O. Box 2. 4302 19th-1m

BY AUTHORITY.

PUBLIC LANDS NOTICE.

On February 14, 1898, at 12 o'clock noon, will be sold at public auction, at the office of W. O. Aiken, Pala, Maui.

Lot in Nahiku, Maui, containing 7 acres; upset price, \$50.00.

For further particulars apply at office of W. O. Aiken, Pala, Maui, or at Public Lands Office, Honolulu.

J. F. BROWN.

Agent Public Lands.

1930-td

PUBLIC LANDS NOTICE.

On Saturday, February 5th, 9 o'clock a.m., at the office of E. D. Baldwin, Hilo, Hawaii, will be opened for application under the Provisions of the Land Act for Right of Purchase Leases and Cash Freeholds, or under special conditions of payment and improvement and requiring residence:

About 800 acres in Maulua and vicinity, North Hilo, Hawaii. This tract is divided into lots of from 5 to 75 acres each, and is specially adapted to cane culture.

Also 6 lots in Kaimu, Puna, of from 75 to 100 acres each, suited to coffee culture.

At 12 o'clock noon, on same date, February 5th, will be sold at auction under special conditions of payment and improvement, Lots 369 and 370, Olaa, containing 100 acres. Upset price \$600.

Lot No. 10, Kahuku, 19.85 acres. Upset price, \$198.50.

6
ASKS THE REASON

Can Government Do More With Wharf Than Railroad?

MR. DILLINGHAM WRITES AGAIN

What are the Desires of the People?
Quotations From Original Railroad Acts.

(From Wednesday's Daily.)
MR. EDITOR.—The Star last evening reports an interview with Attorney General Smith, reproduced below, outlining the Government policy in reference to the ownership of the wharves of Honolulu harbor, which was evidently called out by my letter to the Advertiser of yesterday morning.

The interview is worthy of note. It clearly confesses what I have charged, namely, that the Government is out to confiscate the wharfage business of the Oahu Railway & Land Co. rather than its wharves. He says in reference to the new wharf: "The plans of the new wharf now in the course of construction call for a continuous dock of 600 feet. This will answer all needs for the present. When the time comes that more room is needed for docking, then slips can be easily cut into the long wharf now being built." In other words, the Government can "easily" so the Attorney General can "easily" make more wharf room whenever it chooses to without disturbing the wharf used by the Railroad Co. Then, Mr. Smith, if you can—to use your own words—easily secure more wharf room on land now in possession of the Government and unused, why, in the name of common honesty, do you find it necessary to confiscate the wharf used by the Railway? Why confiscate our wharf, and at the same time fill in land that can—use your language again—be easily made into wharves? If you must drive the Railroad Co. out of its wharf, will you not let us utilize this area which "can easily be made into wharves whenever you want to?" What is there that impels the Government to fill in tide lands that you say can easily be made into wharves, rather than let the Railroad Co. or some one else utilize it for wharves? Why is it that the Government, with one hand, is destroying and abandoning wharfage area of its own, and with the other hand, confiscating the railroad wharf? Is it not a fact, Mr. Smith, that the Railroad Co. is charging just the same wharfage dues as the Government, and that this confiscation simply means that the Government wishes to make the profit that the Railroad is now making from its wharf? You do not deny, Mr. Smith, do you, that the Railroad wharf is being used all the time in loading and unloading the freights of the different enterprises built up along the Oahu Railway? If the Government takes this wharf you can do no more with it in this respect to the advantage of trade and commerce than we are doing, can you? The Railroad is taxing the wharf to its utmost capacity now, is it not? Can you do any better than that? It is charging no more than the Government is charging, and we are driven back to the conviction that the Government covets the profit that the Railroad Co. is making out of the business it handles at that wharf and covets it none the less because that business was created by the Railroad itself. We admit that the scheme of the Government in taking this wharf, or rather the profits of this wharf, is justified on broader grounds than those taken by Ahab when he coveted Naboth's vineyard. The Attorney General tells us that the Government covets this vineyard for the benefit of the people. In this connection we suggest to the learned Attorney General that the people covet other things besides wharves, that the people as such are covetous of the honor, good faith, good name and credit of the Government, and while they may not object to taking away this wharf from the Railroad, if it can be fairly and properly done, they will object to anything that savors in the slightest degree of unfair dealing or repudiation on the part of the Government towards any one of its citizens, or anyone in fact. Let me recite to you, Mr. Attorney General, the pledges of the Government made to this Railroad and recommend them to your consideration. By the laws of 1878 the Government, under the Monarchy, granted to railway corporations, "the right to make jetties, wharves, warehouses" etc. And by the Laws of 1888 in an Act passed to permit the organization of this very Railroad the Legislature of which you were a member, authorized the Cabinet, by contract to confer upon the organizers of this Railroad all rights, and privileges conferred by that law of 1878, expressly naming among these rights and privileges "the right to construct, maintain and operate wharves." Under a contract made by the consent of the Legislature, L. A. Thurston Minister of the Interior expressly conferred upon the organizers of this corporation all of the rights and privileges of the Act of 1878 again specifically conferring "the right and privilege of constructing, maintaining and operating depots, stations, yards, wharves," etc. And finally by charter this road is expressly given the power to own or charter such steam or other vessels that may be necessary for the purposes of the corporation in collecting or distributing passengers or freight upon, over, or across any of the bays, harbors, inlets, rivers or streams on the Island of Oahu. And

may construct—(and Mr. Attorney General note the following words)—"and own all wharves, docks, piers and apertures necessary for the enjoyment of such right." And further on in that charter the Government confers upon the Railroad the right to borrow money, in these words: "The said Corporation may from time to time borrow money *** for the purchase of real estate *** and as security for its bonds with interest thereon the Corporation may pledge all of its property and profits." Please, Mr. Attorney General, note that they are authorized to pledge not only their property but their profits. The Attorney General in his interview in the Star is conclusive authority that the intention of the Government is to wholly evade and nullify its solemn obligations to this Railroad Co. in so far, certainly, as its right to own wharves in Honolulu harbor is concerned; for he says in so many words, it is the policy of the Government "to own all wharves." He says, in order to clinch it, that it is not intended that the Railroad Co. shall have the ownership of the wharf. When did the Government first have this intention? Was it when they were penning that contract by which the right to own wharves necessary for the purposes of the corporation was given? If so, wouldn't it have been a little more honest to have said so? Or, if the Government didn't feel like saying so then, to have at least refrained from holding out false hopes by expressly contracting that this Railroad should have the right to own wharves. Mark the word "own." And, Mr. Attorney General, bear in mind, as a lawyer, that other men here and abroad who loaned their money to this corporation have marked that word and noted it, to wit, the right to own wharves. Perhaps the Government was enjoying the intention of gobbling all the wharves at the time it gave this Railroad its charter and asさえ pliant to the intention and in verification of its good faith authorized the corporation by that document, not only to own wharves, but told the Railroad how they could own steam vessels for collecting and distributing passengers and freight upon, over and across any of the bays and harbors, inlets, rivers or streams on the Island of Oahu, and in that connection and "for the enjoyment of such right" might own all wharves necessary, etc. Or, is this intention, after all, one originating with "the best Government this country ever had?" If the Government intends to own all the wharves of Honolulu harbor, certainly it is a fiction to say that the Railroad Co. can own any wharves in that harbor, also. Your policy nullifies the chartered rights of this corporation, and do you not consider it a serious blow to the interests of this Railroad Co.? Do you not think the Government has misled this corporation and the investors in its bonds? Does the Government have to be told that there is a clear distinction between the privilege of owning wharves and the privilege of using them? And if the Government meant that? And if the Government meant that the Railroad Co. should simply have the use of wharves that to confer upon them the right to own wharves is, to say the least, the use of inapt language?

Should not the Government go slow in acting in the name of the people? The people may be somewhat jealous of what is being done in their name. The learned Attorney General remembers probably how our people, though the Legislature, ratified the London Loan negotiated by the agents of the Gibson Ministry, though the terms of that loan were in direct violation of the law authorizing the loan. The people did this rather than have the smirch or tinge of repudiation touch their Government. And if the people believe, upon a consideration of the whole case, that the Government and Legislature of the people have entered into obligations with this Railroad Co. which in the view of both parties contemplate ownership of a wharf on Honolulu harbor by the Railroad, the money that can be made by confiscating that wharf and shutting the Railroad out from owning any frontage on that Harbor, will be considered as sorry recompense for the loss of credit involved, to the Government both here and abroad. But, Mr. Attorney General, what will the people think in whose interests you profess to be acting when they come to consider that on your own confession and statement you are nullifying the chartered rights of this company ostensibly to get wharf room when you have wharf room to burn, when you are filling up what—to use your own language again—can be easily made into wharves? Seeing that the Government has so often and so solemnly conferred this specific right upon the Railroad to own wharves, would it not be a little more decent, a little more reassuring to capital to at least use the unused and available wharf room "which you can easily make into wharves" before you come to the confiscation of this railroad wharf? Can you not consume us last? Or must we be bolted now and at once whatever else happens? Is the new wharf headed straight across the harbor towards the Railroad wharf? What measure—a road way to reach and behead us? Is it a case of Pike's Peak or bust before the Legislature meets? You kindly tell the Railroad Co. that it may have the "use" of the Government wharves in common with others and though you have not expressly said so we assume that the Government is willing also to have the advantage of the thousands of tons of freight poured yearly by that Railroad upon the west side wharf and that such freight will not be excluded or handed over to an officer and upon this assumption we thank you in advance for these courtesies that we hope to enjoy. But we do desire in the meanwhile to hear the comments of the learned Attorney General upon the charter and contract in question above referred to and to have him show to the Railroad Co. as he undoubtedly can how entirely consistent it is for the Government to take all the wharf room of Honolulu harbor and at the same time to confer upon this railroad, the right to own and operate whatever wharves are necessary for its purposes. We desire also to hear from the Attorney

General why the charter and contract with the Government should not avail to incite the Government to choose to make new wharves (the kind that are "easily" made) before taking away a wharf already put to a good use, and finally, why the Government wants to bury and fill in and cover up and prevent itself and others from using good wharf room anyhow.

Yours truly,
B. F. DILLINGHAM.

"The government is not antagonistic to Mr. Dillingham or the Oahu railroad. Its policy is to give Honolulu greater wharfage facilities and to place all wharves in the harbor under the ownership and control of the people."

Thus spoke Attorney General Smith at the close of the Cabinet meeting this morning. "We are acting in perfect good faith," continued the Attorney General, "in constructing the 600 foot wharf from Limekin point to Sumner Island. This great improvement will be of benefit to the people and the Oahu railway as well.

"In carrying out the policy of the government ownership of all wharves, the government has been obliged to condemn the water front property as owned by the Bishop estate and the Oahu railroad. Manager Dillingham now complains of our action. It is not the intention to shut off the railroad's access to the harbor, not at all. They will be able to lease the wharf and use it at any time but it is intended that the company shall not have the ownership of the wharf, thus excluding the people.

"The plans of the new wharf now in course of construction call for a continuous dock of 600 feet. This will answer all needs for the present. When the time comes that more room is needed for docking, then slips can be easily cut into the long wharf now being built."—Star, January 18.

NEW CONNECTIONS.

Island Sugar Producers Have New Contracts Now.

The contracts of Hawaiian sugar producers with the Western Sugar Refinery Company, terminated with the end of the year. On January 1, 1898, the new agreements with other people went into effect, and will continue to operate for quite a time. The party with which the Islanders now do business is the Crockett Sugar Refinery Company, with Howell & Company, of New York as the Eastern buyers and representatives. Welch & Company are the San Francisco agents. Arrangements for complete advices on market and movement are not yet perfect, but will be very soon. In the meantime the most essential information is gathered by telegraph at San Francisco and forwarded to Honolulu without delay.

Australia Trips.

The Oceanic S. S. Australia, the local boat between this place and San Francisco, will make 13 round trips in 1898, as against a dozen last year. During 1897, the ship left this port on the eighth day after arrival. This year she will leave the fifth day after entering and will also leave off some port time in San Francisco. This change was brought about partly on account of the new service across the Pacific to the Colonies and partly for the reason that owners believe the old reliable local should do more work. She will travel a bit faster, but will not burn a great deal more coal.

Died.

Edward Reitmann, aged 76, died in the Queen's Hospital at 9 a. m. Monday and his body was taken to his home in Napili, Maui, on the Claudine yesterday, there to be interred.

Deceased was at one time head luna of the Pioneer Mill on Maui. His place in Napili is very valuable and this, together with other property and money he has left with his widow and his four nephews, the Davauchelle boys, towards whom he acted the part of a father from the time of their youth. Two of the boys accompanied the body of their uncle to Napili.

He Will Leave Ewa.

Dr. Weddick, who has been plantation and Government physician at Ewa for some time, has sent in his resignation and will leave the place the last of the month. It is more than likely that he will come to Honolulu and engage in general practice. Dr. Weddick is very well known throughout the Islands and has a fine reputation as a physician and surgeon of skill, and pleasant gentleman.

There will be many applicants for the place at Ewa. The first in the field is Dr. Blake, who is already physician for the new Oahu plantation.

Persons who are troubled with indigestion will be interested in the experience of Wm H. Penn, chief clerk in the railway mail service at Des Moines, Iowa, who writes: "It gives me pleasure to testify to the merits of Chamberlain's Colic, Cholera and Diarrhoea Remedy. For two years I have suffered from indigestion, and am subject to frequent severe attacks of pain in the stomach and bowel. One or two doses of this remedy never fails to give perfect relief. Sold by all druggists and dealers Benson, Smith & Co., Ltd., agents for Hawaiian Islands.

LONDON, January 4.—Miss Marie Corelli, the novelist, has been seriously ill and has been compelled to undergo an operation, but she is now recovering.

ON TO WAIALUA

Art
Goods
AND
Artists'

Tracklaying on the Extension From Waianae.

Grading Soon to be Completed.
Trains to Waialua by the Middle of April—A Bridge.

The first train load of material—rails and ties—for the extension of the Oahu railway beyond Waianae, was received at the front Tuesday morning. It was stated then that track laying in the direction of Waialua would be under way fully before the end of this week.

It is confidently expected by the management that trains will be running into Waialua by the middle of April next. The cry will then be "On to Kahuku."

Grading to Waialua will be finished in between thirty and forty days. The efforts of several hundred men and many teams are now being directed by the contractors. There is a call for speed and a reward for it. In consequence the graders are at work by daylight every morning and continue at it till dark. Supplies are carried both by steamer and overland. One serious trouble at first was the lack of good drinking water in the neighborhood of Kaena Point, but this drawback has been overcome, as have many equally serious obstacles.

Perhaps the most important piece of work yet to be finished on the road bed between Waianae and Waialua is the construction of a 90-foot bridge. It was thought at one time that this would delay track laying a few days, but such energy has been used in the timber work that the track layers will go right ahead. It is expected that the rate of progress in steel placing will be about half a mile a day. The management is making conservative estimates in fixing the date for the first train to Waialua for the middle of April. On that occasion there will likely be a series of big excursions. The scenery beyond Waianae is even grander than on this side of the sugar and coffee plantation. The extension will greatly facilitate access to several hundred or perhaps thousands of acres of coffee land on this Island.

During the past six months the railway company has imported to the Islands rails and ties for forty-four miles of line. A quantity of the 48-lb. steel rail has been used in renewal of track between Honolulu and Ewa.

We are celebrating the successful introduction of "JEWEL" Stoves and Ranges by giving purchasers out of Honolulu a special benefit of a Freight Rebate of 10 per cent. off the regular price of all our stoves: In addition to which you get the usual 5 per cent. cash discount.

Our complete stock of 150 stoves, ranging in price from \$11 to \$72—with another 150 now on the way, comprises the following:

King Bros. Art Store.
110 HOTEL ST.

DETROIT JEWEL STOVES

We are celebrating the successful introduction of "JEWEL" Stoves and Ranges by giving purchasers out of Honolulu a special benefit of a Freight Rebate of 10 per cent. off the regular price of all our stoves: In addition to which you get the usual 5 per cent. cash discount.

Our complete stock of 150 stoves, ranging in price from \$11 to \$72—with another 150 now on the way, comprises the following:

MERIT JEWEL RANGE.
1 size, 4 styles, with Water Coil.

EMPIRE JEWEL RANGE.
1 size, 3 styles, with Water Coil;
1 size, 1 style, with or without Water Coil.

CITY JEWEL RANGE.
2 sizes, 3 styles with or without Water Coil, and with or without Hot Water Reservoir.

WELCOME JEWEL STOVE.
2 sizes, with or without Reservoir.

MODERN JEWEL STOVE.
3 sizes, with or without Reservoir.

MESQUITE JEWEL STOVE.
2 sizes: No. 7 and No. 8.

W. W. DIMOND & CO.
HONOLULU.

CLARKE'S WORLD-FAMED Blood Mixture

THE GREAT BLOOD PURIFIER & RESTORER

For cleansing and clearing the blood from all impurities, it cannot be too highly recommended.

For Scrofula, Scurvy, Eczema, Pimples, Skin and Blood Diseases, and Sores of all kinds, its effects are marvellous.

It cures Old Sores, Curst Ulcerated Sores on the Neck, Curst Blackheads or Pimples on the Face, Curst Scurvy Sores, Curst Cancerous Ulcers, Curst Blood and Skin Diseases, Curst Green and Varicose Sores, Curst the Blood from all impure Matter, From whatever cause arising.

As this mixture is pleasant to the taste, and warranted free from anythng injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS
From All Parts of the World.

Sold in Bottles 2s. 2d., and in cases containing six times the quantity, 1s. each—sufficient to effect a permanent cure. In the great majority of long-standing cases, BY ALL CHEMISTS AND PATENT MEDICINE VENDORS THROUGHOUT THE WORLD. Proprietors THE LIONESS AND SPIDER COMPANIES LTD., LONDON, ENGLAND.

Agents Canadian-Australian S.S. Line Canadian Pacific Railway.

Express Line of Steamers from VANCOUVER
Tickets to All Points in Japan, China, India and Around the World.

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THEO. H. DAVIES & CO., LTD.

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SPREE ON WINE

A Bit of U. S. Navy History
Told as a Story.

FIRST TRIP OF THE OMAHA

Casks Filled With Light Liquor.
More Than Half the Crew
"Laid Out"—In the Wet.

"Did you ever hear of the drink of the U. S. S. Omaha, or rather the spree of the Omaha's crew? Well, it's a stock naval yarn, but a good one, and with the extra rare merit of being true."

The speaker was a gentleman who as an officer had paced the decks of many American warships in many waters. He continued:

"It was one of the earlier trips of the cruiser. The orders were for Rio, after putting into Madeira for supplies. The season was pleasant and the 350 officers and men were enjoying the voyage immensely. As the Omaha scudded along, her machinery working beautifully and sea easy as a bay, all felt satisfied with the service. There would be a number of warships with acquaintances aboard at Rio, and we knew their officers and crews would welcome us and admire the Omaha. We had her neat as a lady dressed for a reception."

"While we were taking on meat and vegetables in Madeira our captain conceived the idea of saving coal by filling up the water tanks from shore. From the Island we could stand into a trade wind and would with half luck be able to make a fine run into Rio.

By doing no condensing and taking advantage of all sailing chance it was calculated to make a fuel showing that would gain a few effective credit marks at Washington.

"A watering party of about fifty, in charge of petty officers, handled the casks. They filled themselves with Madeira wine, then made a common purse and bought enough of it to load about half the casks. The scheme was to have Madeira on tap till we reached Rio. As usual, though, Jacky overreached himself.

"On a man-of-war, you know, the halyards are so laid that all the canvas can be spread at once. Well, it was done this time in a fashion that nearly drove the captain crazy. He was on the bridge and cursed a blue streak that poisoned the air and polluted the sea. He cursed officers and men, the service and the ship, all countries and the earth and the universe.

"First the men talked as they tangled the halyards about. For this they were mildly and then sharply reprimanded. They fell and rose and fell again. They tried to fight amongst themselves. They talked back to the officers, cursed the non-coms and shouted badinage to the captain. It was a pronounced case of general certain jag, and no remedy to be suggested. At least 150 of the men were paralyzed drunk and those able to stand still drinking till the supply was cut off.

"It is a blessing there was no weather. Not a thing in the way of handling ship was done after she was once headed. It did rain. It was quite a down pour, but the helpless drunks, lying on the decks, slept right through it. From them during the night there were groans and growls and an occasional attempt at a rally. Several times bo'sns blew their pipes in a confused, halting way, without knowing what was wanted.

"At daybreak all hands able assisted in driving the carousers back to duty. The spree left them stupid, blear-eyed, with aching heads and sore bodies and a wondering on what the punishment was going to be. They had a mighty long day of it after the remainder of the wine was run over the sides.

"There was no court martial. No one was cited or charged or placed in the brig. The task of inflicting punishment was too great and the captain had to wink at the Omaha's big drunk.

"Bringing liquor aboard ship is the chief of minor offenses, yet the Jackies are at it constantly. I was saw a smuggler caught in the act in such a peculiar and striking way that even the dominie sympathized with him. He was assisting with supplies. Every article was inspected as usual when hauled up. The corporal of marines stuck his nose into a can of milk, followed it up with his fingers and brought out a whiskey bottle label that was floating in plain view. The firewater container was anchored at the bottom of the can. I call this a pretty good hard luck story, myself."

MILES AND MILES.

How Present Number of Feet were Selected.

Haper's Bound Table is authority for the statement that a statute mile is 5,280 feet long. It is our standard of itinerary measure adopted from the English, who in turn adopted it from the Romans. A Roman military pace by which distances were measured was the length of the step taken by the Roman soldier, and was approximately five feet long; a thousand of these paces were called in Latin a mile. The English mile is therefore a purely arbitrary measure, enacted into a legal

measure by a statute passed during the reign of Queen Elizabeth; it has no connection with any scale in nature.

A nautical mile, on the other hand, is equal to one-sixtieth part of the length or degree of great circle of the earth. But the circumference of the earth is nowhere a true circle; its radius of curvature is variable; hence the nautical mile, as a matter of fact, depends upon the shape as well as the size of the globe sailed over; and hence, strictly speaking, the length of the nautical mile should vary with the latitude from 6,046 feet at the equator to 6,109 feet at the pole. Such extreme accuracy is not necessary in navigating and cannot be well attained without undue labor. The English admiralty, therefore, have adopted 6,080 feet as the length of a nautical mile, which corresponds with the length of one-sixtieth of a degree—or one minute of arc—of a great circle in latitude 48 degrees. The United States coast survey has adopted the value of the nautical mile "as equal to one-sixtieth part of the length of a degree on the great circle of a sphere whose surface is equal to the surface of the earth. This gives the length of one nautical mile as equal to 6,080.27 feet, which is very nearly the value of the admiralty mile adopted in the English navy. Practically the nautical mile is 300 feet longer than the statute mile. In other words, one nautical mile is equal to 1.1515 statute miles; or one statute mile is equal to 0.869 nautical mile. Multiply nautical miles by 1.1515 and the product will be statute miles; or multiply statute miles by 0.869, and the product will be nautical miles.

MUCH MONEY FOR SCHOOLS.

Philadelphian Board of Education Has Large Estimate.

Philadelphia evidently believes in furnishing every facility for the education of its many thousands of school children. The estimate of the Board of Education, recently submitted to the Committee on Schools of the City Council for approval, provides for the expenditure of \$7,059,004.34. It is contemplated spending \$3,301,500 of this amount for permanent improvements.

For general maintenance the Board asked \$3,757,504.35, of which \$2,439,400 was for salaries of teachers. Included in this is \$30,000 for salaries for instructors in the Commercial High School not yet established, but the committee approved it.

For books and stationery \$180,000 was allowed, and for night schools, \$70,000. A new assistant director of music at \$1,500 per year was allowed. The item of \$20,000 for enforcing the provisions of the Compulsory Education law was reduced to \$15,000, and \$15,000 asked for instruction in music was reduced to \$12,000.

The Constitution was a beautiful ship, and wherever she went excited the most favorable comment. After the war she was visited by an English officer of high rank, who, after making an inspection, said: "This is one of the finest frigates I ever saw, if not the finest; but I must say that her wheel is clumsy and ugly and unworthy of the vessel." The Yankee captain replied: "Sir, that wheel is the only English thing in the ship. During her action with the Java her own wheel was knocked to pieces by a shot. After the Java was captured we took her wheel and fitted it to the Constitution, and although we think it as ugly as you do, we have kept it as a trophy."—Cleveland Leader.

THE LIGHT THAT CAST NO SHADOW.

Curious stories are told about the powers possessed by certain natives of India, who live up among the Himalaya Mountains. These old men, it is said, have devoted scores of years to the study of natural laws and forces, which the rest of the world knows nothing about. Lately a German professor visited the "adepts," as these queer Hindus are called, for the purpose of finding out the secret of their remarkable performances. They treated him rather scurvy, but interested him all the same. One day the professor wanted to examine some ancient Sanskrit manuscripts. An adept went with him to a cave wherein the books were kept. The place was dark as the bottom of a well.

"I can't see to read here," said the visitor.

"Then we will have some light," was the reply, and immediately (the professor says) a soft, pearly light brightened the cave. He could not tell whence it came, but he noticed that it had one strange quality—it cast not the slightest shadow.

This is a story hard to believe, yet its truth is affirmed by a man of vast learning and high character, and you who now read it have no reason for doubt except that all the lights you have seen have cast shadows. Believe or not, it is a common runa parallel with one's own experience. Dr. Johnson sniffed at the account of the Lisbon earthquake, yet credited the tale of the Cock Lane ghost.

A man who has been ill for years, and failed to find a cure, is sceptical when friends tell him of a medicine which they believe will make him well. What else but doubt could result from his experience? Take an example:

"In the spring of 1888," writes our correspondent, "I fell into a low, weak and languid state. I felt low-spirited and out of sorts. At first my stomach was deranged, my appetite poor, and after eating I had pain and weight at the chest. I was much troubled with wind, and frequently spat up a sour fluid, also bitter bile. Later on I suffered from nervousness and great depression of spirits. I kept up with my work, but had always a sense of discomfort. Off and on I continued in this way for two years, nothing that I took relieving me. At last I heard of Mother Seigel's Syrup, and procured a supply. After I had taken only a few doses I found relief; my food digested, and gradually all nervousness left me. Although I had no reason at first to feel any confidence in this medicine, never having used it or seen it used, I now gladly admit its value, and its power over disease. Since my recovery, for which I thank Mother Seigel's Curative Syrup, I have been in the best of health and spirits. In the interests of suffering humanity I deem it a duty to send you this testimony. (Signed) D. GRIFITHS, tailor and outfitter, 151 Hockley Hill, Birmingham, June 8, 1893."

There is a deal of difference between Mr. Griffith's candid letter and the story about the light that cast no shadow. The latter may be true enough, but it cannot be verified without more trouble than it is worth. On the other hand we have a trustworthy witness, who will answer letters of inquiry, and can be found at his address.

Finally, there is nothing mystic or magical about Mother Seigel's Curative Syrup. It acts on the theory that most ailments are but symptoms, forms, or phases of that universal disease—indigestion and dyspepsia. It cures that, and throws the light of health and happiness over hearts and homes where illness and pain has cast such dark and terrifying shadows. And that is why people believe all that is told of its success by eager witnesses.

SMALL SAVINGS

Plans for Teaching Thrift to the Children.

Success in New York—Some Starting Figures—In France—Influence on Habits.

(Written for the Advertiser.)

While the opposition of the bankers of the United States is one of the difficulties in the way of the establishment of a Postal Savings Bank system, as recommended by the Postmaster General, the success of the Postal Savings Bank in this country seems to warrant an extension of the system.

The last report of the Charity Organization Society of New York city, shows what may be done in the way of educating the children in the public schools in habits of thrift.

In 1890 there were 65 stations of the Penny Provident Fund; Feb. 1, 1897, there were 321 such stations. The 11,690 depositors of 1890, had increased to 53,449 in 1897, and the deposits from \$5,568.57 to \$31,305.44.

If ever a community needed to train the young to habits of thrift, it is such a community as this, where small economies are rendered difficult by lack of the smaller subsidiary coins so that people are taught rather to disregard careful expenditure by the disregard of small change. That there is no winter for which special provisions must be made has its effect also in lessening the pressure on wage workers to lay up for future needs.

It appears that the expense for working the system in the New York Public Schools has been met by donations from individuals amounting to \$1,069. So slight an expense for so much good accomplished should justify the Board of Education in making it part of the school system of public instruction.

Mr. Albert Shaw in his book on Municipal Government in Continental Europe has this to say about small savings in Paris: "A good system of savings banks is much more than a convenience to the prudent and economical of a community. It is a powerful promoter of thrift, and a constant safeguard against extravagance and improvidence. In the Parisian institution, the number of individual accounts increased from 582,000 in 1890 to 630,000 in 1893, this is, one out of every four persons in the city had a savings bank account. The average credit in 1893 was 250 francs; but nearly half of the depositors had accounts of less than 25 francs. In 1875 the Savings Bank system was introduced into the public schools of Paris. The Epargne Scolaire now collects about 150,000 francs a year, and from 1875 to 1893 it had paid over to the main institution about 2,000,000 francs of children's deposits."

There is an indirect but not less important advantage accruing to the children by their using money in buying "savings" stamps. It prevents them from using it in buying bad literature and from squandering it for things positively injurious to their health such as cigarettes and candies. Nor does the habit of saving interfere with generous impulses, rather does it furnish abundant means for generous giving, as in the Brooklyn public schools recently in their contributions for a charitable fund.

One other item should not be overlooked, the teacher who sells the savings stamps to the children will have thereby an opportunity to come in closer contact with pupils, to study their character, and to influence their habits, such an opportunity as is not afforded in merely conducting the regular lessons of the school.

VALUABLE RELIC

Capt. George Warren has the oldest snare drum in the State, says the Putnam, Conn., correspondent of the New York Evening Telegram. It was carried in the Revolutionary War by Daniel Hopkins of Plainfield, Conn. Colossal Parson's regiment of Con-



J. S. WALKER

General Agent for the Hawaiian Islands.

Royal Insurance Company

Alliance Assurance Company, Alliance Marine and General Insurance Company.

WILHELMA OF MADGEBURG

INSURANCE COMPANY.

the Life Insurance Company of Scottish Union and National Union.

Room 12, Spreckels' Block, Honolulu, H. I.

INSURANCE

Theo. H. Davies & Co., Ltd.

AGENTS FOR

FIRE, LIFE and MARINE

INSURANCE.

Northern Assurance Co

Of London for FIRE & LIFE.

Established 1836.

Accumulated Funds, \$3,975,000.

BRITISH AND FOREIGN

MARINE INSURANCE CO., LTD.

Of Liverpool for MARINE.

Capital £1,000,000.

Reduction of Rates.

Immediate Payment of Claims.

THEO. H. DAVIES & CO., LTD., LONDON

CASTLE & COOKE IMPORTERS

LIFE AND FIRE

INSURANCE AGENTS

AGENTS FOR

New England Mutual Life Insurance Co

OF BOSTON.

First Fire Insurance Company

OF HARTFORD.

North British & Mercantile Insurance Co

Total Funds at 31st December, 1896, \$12,954,532.

1- Authorized Capital	-\$2,000,000	£	s	d
Subscribed	2,750,000			
Paid up Capital	687,500	0	0	0
Fire Funds	2,600,320	12	0	0
Life and Annuity Funds	5,000,128	22	0	0
	12,264,552	14	8	0
Revenue Fire Branch	1,577,028	17	8	0
Revenue Life and Annuity Branches	1,404,307	9	11	0
	2,981,726	7	8	0

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

ED. HOFFSCHLAEGER & CO., Agents for the Hawaiian Islands.

Trans-Atlantic Fire Insurance Company

OF HAMBURG.

Capital of the Company and reserve, reichsmarks 6,000,000

Capital their reinsurance companies 101,650,000

Total reichsmarks 107,650,000

North German Fire Insurance Company

OF HAMBURG.

Capital of the Company and reserve, reichsmarks 8,880,000

Capital their reinsurance companies 35,000,000

Total reichsmarks 43,880,000

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FOR A NEW LABOR

Mr. Marsden Will Size up European Peasants.

Northern Italy—Commissioner to resign—Will be a Year Abroad—Has Done Fine Service Here.

The office of Commissioner of Agriculture will soon be vacant. Mr. Marsden, who has done yeoman service to resign. He leaves the Islands in April to be gone a year or more. While absent, Mr. Marsden will make his headquarters at Carlsbad, where he expects the famous mineral waters will restore him fully to health. He is not an invalid by any means, though in appearance he is sometimes described as being frail. Mr. Marsden has a trouble which manifests itself in a slight irregularity of pulse. The beats become regular again after travel and rest periods. He hopes this time to get rid of the plikka entirely and all who know him wish the same thing.

As commissioner of agriculture, Mr. Marsden has made a record which will appal a novice to contemplate. It will prove extremely difficult to find a suitable and competent successor. Mr. Marsden went into the position well equipped for the performance of the manifold and arduous duties and by close application has familiarized himself with the thousand and one matters of detail which contribute to round out success in such an undertaking. It is not flattery to say that he probably has a more intimate knowledge of practical agriculture such as carried on in this country than any other resident of the Islands. Besides that he has made a study of all conditions and possibilities and his advice will be valuable at any time. Mr. Marsden has been unrelenting in his campaigns against coffee and other blights and has saved enormous sums of money to various industries. Besides, he has at all times been indefatigable in encouragement of such culture of the soil as would beautify the city and render life more pleasant and profitable to all. It is unlikely that a successor to Mr. Marsden can or will be readily secured.

As a matter of friendship to the people and interest of this country, Mr. Marsden will undertake a mission for the Islands while spending his time in Europe. Himself a plantation manager of many years' service, he is a special student of the labor problem and has arrived at the conclusion that the country requires a more stable class of workers. He believes in families for the plantations. In men who will become permanent and useful citizens and while laboring in the fields will also have small places of their own. For a suitable peasant of the Continent. The inhabitants of Northern Italy, who have lately met with so much favor in the South of the United States, have attracted the attention of Mr. Marsden and he will visit and study them. They are reputed to be an industrious, docile and honest people of excellent habits and in their situations in the United States have proven to be all that their most enthusiastic advocates claimed for them. The second generation of these Italians are the most useful citizens in several sections in the Southern part of the United States. Mr. Marsden will not confine his investigations to Northern Italy, however. He will look up several projects suggested by gentlemen here and will make the fullest reports submitting data upon which the Government and planters will have no fear of acting. Laborers coming from such a distance will become permanent in the population and naturally great care will be exercised in their selection. Mr. Marsden expects to leave Honolulu about the first of April.

KALUNA'S CASE.

Officers Interfere in a Health Board Agreement.

At a meeting a couple of weeks ago, the Board of Health authorized Mr. Reynolds to proceed and deal with Kaluna, a leper in Koolau who had requested to be permitted to make a trip to Kauai on business before asking passage for Molokai. Mr. Reynolds recommended that this request be granted and in accordance with the advice of the Board sent a permit to Kaluna. Kaluna had been in the foot hills in Koolau and was armed, but was not considered a dangerous man. On receiving his paper from the Board of Health he came down to one of the little settlements along the beach and began preparations for his journey to Honolulu and on to Kauai. Kaluna sold his gun and ammunition. Some officious policemen, hoping to make good a claim for reward, made a descent on the house in which Kaluna was sojourning and with drawn revolvers arrested the man. They then telephoned to Honolulu in account of their capture and asked for instructions. They were told to release the man and to report to Honolulu. This came over and were read a lecture and may be further punished. Later in the day Kaluna arrived in town with a friend for the purpose of keeping his part of the agreement with the Board of Health. The Attorney-General was very much vexed with the action of the Koolau officers, who should have known, if they did not, that they were interfering in the case in a manner to prejudice the Board of Health.

Notice to Ship Captains.

U. S. Branch Hydrographic Office, San Francisco, Cal. By communicating with the Branch Hydrographic Office in San Francisco, captains of vessels who will co-operate with the Hydrographic Office by recording the meteorological observations suggested by the office, can have forwarded to them at any desired port, and free of expense, the monthly pilot charts of the North Pacific Ocean and the latest information regarding the dangers to navigation in the waters which they frequent.

Mariners are requested to report to the office dangers discovered, or any other information which can be utilized for correcting charts or sailing directions, or in the publication of pilot charts of the North Pacific.

W. S. HUGHES,
Lieutenant, United States Navy.

WHARF AND WAVE.

The Warrimoo is due from the Colonies today.

The Baltimore will take on coal today and will leave for target practice on Monday.

The Hawaiian bark Nuuanu, Josselyn master, sailed for Kahului Tuesday afternoon to complete her cargo of sugar for New York.

Companies of bluejackets from the Bannington were out for drill on the parade grounds in front of the drill shed Tuesday morning.

The Kinau will be in from Maui and Hawaii ports this afternoon and the Mauna Loa will sail for Lahaina, Maalaea, Kona and Kau at 10 a. m.

The Noeau sailed for Kauai Wednesday afternoon. Should the weather be favorable at Kilauea, she will get sugar there; otherwise, she will go to Eleale for sugar.

H. Hackfeld & Co., agents for the O. & S. S. Gaelic, are authority for the statement that that steamer, scheduled to arrive here on March 1st, will not arrive until the 2d. She will be a day late in leaving San Francisco.

The Hawaiian bark Diamond Head, Ward master, arrived in port Wednesday morning, 19 days from Seattle, with a cargo of Cedar ties and shingles for Allen & Robinson. Her voyage was an uneventful one. She is now alongside the railroad wharf.

The C. A. S. S. Miowera, Thos. Free, R. N. R. commander, arrived at 6 a. m. Tuesday from Vancouver and Victoria. B. C. Left Vancouver at 12:18 a. m. January 10th, arriving at Victoria at 7:12 a. m. same morning. Left at 2 p. m. and cleared the straits of Juan de Fuca at 6:50 p. m. same day. Experienced strong S. W. winds and head seas to lat. 40° N. long. 139° W.; thence moderate easterly and N. E. winds to port, arriving as above. The Miowera brings a fair amount of cargo for this port.

Dare you use alum-cheap baking powder for the food you give your husband and children?

Had you better waste your money on weak-cheap baking powder?

Ask your grocer about Schilling's Best money-back baking powder.

A Schilling & Company
San Francisco 2208

SHIPPING INTELLIGENCE.

VESSELS IN PORT.

NAVAL.

U. S. S. Baltimore, Commander Dyer, San Francisco, November 7.
U. S. S. Bennington, Commander Nichols, from cruise about Maui.
U. S. Gunboat Concord, Asa Walker commander, San Francisco, January 17.

MERCHANTMEN.

(This list does not include coasters.) Am. ship Tillie E. Starbuck, Curtis, Newcastle, October 23.

Am. bk. R. P. Rithet, Thompson, San Francisco, December 13.

Am. bk. A. W. Spies, Godett, New York, December 18.

Am. bkt. S. G. Wilder, McNeil, San Francisco, December 20.

Am. schr. Robert Lewers, Goodman, Port Townsend, December 20.

Am. schr. Martha Davis, Soule, San Francisco, December 26.

Am. shp. W. F. Babcock, Graham, Baltimore, Md. January 4.

Am. bkt. Arago, Greenleaf, Westport, N. Z. January 4.

Am. bk. Edward May, Johnson, New York, January 7.

Am. bkt. Geo C. Perkins, Mass, Lad. Elliot Island, January 8.

Br. bk. Gwinnett, Davies, Liverpool via Calao, January 9.

Am. schr. Spokane, Jamison, Port Townsend, January 10.

Am. schr. Aloha, Dabel San Francisco, Jan. 12.

Am. shp. Alden Beast Potter, San Francisco Jan. 12.

Am. bk. S. C. Allen, Johnson, San Francisco, Jan. 12.

Haw. bk. Andrew Welch, Drew San Francisco Jan. 15.

Haw. bk. Fort George Morse, Nansimo R. C. Jan. 16.

Haw. bk. Kate Davenport, Reynolds Seattle Jan. 16.

Haw. bk. Diamond Head Ward Seattle Jan. 19.

ARRIVALS

Tuesday, Jan. 18

C. A. S. S. Miowera, Free from Vancouver and Victoria.

Stmr. Mauna Loa, Simerson, from Mani and Hawaii ports.

Stmr. Noeau Pederson, from Hauula.

Wednesday, Jan. 19

Haw. bk. Diamond Head Ward Seattle.

Seattle.

Thursday, January 20.
Stmr. Helene, Freeman, from Hawaii ports.

DEPARTURES.

Tuesday, Jan. 18.

Stmr. W. G. Hall, Haglund, for Kauai ports.

Stmr. Claudine, Cameron for Maui ports.

Stmr. Mokoli, Bennet, for Lahaina, Molokai and Lanai.

Stmr. Kauai, Bruhn, for Makawell, Waimea and Keaham.

Stmr. Ke Au Hou, Thompson, for Punalu, Kau.

Stmr. Lehua, Andrews, for Maui ports.

Haw. bk. Nuuanu, Josselyn, for Kahului.

O. & O. S. S. Coptic, Sealby, for San Francisco.

C. A. S. S. Miowera, Free, for the Colonies.

Wednesday, Jan. 19.

Am. bktne Encore, Panno, for San Francisco.

Br. bk. Iredale, Plunkett, for San Francisco.

Stmr. Waialeale, Parker, for Lahaina.

Stmr. Noeau, Pederson, for Kauai ports.

Stmr. Iwai, Gregory, for Hamakua.

Thursday, January 20.

Stmr. Kaena, Wilson, for Oahu ports.

Stmr. J. A. Cummings, Searle, for Oahu ports.

VESSELS LEAVING TODAY.

Stmr. Mauna Loa, Simerson, for Lahaina, Maalaea, Kona and Kau at 10 a. m.

PASSENGERS.

Arrivals.

From Hamakua, per stmr. Noeau, Jan. 18.—A. H. Husmann and 5 on deck.

From Victoria, per stmr. Miowera, Jan. 18.—Meers Girvin, Sayers, Dimmick, Crowley, Miss Little.

From Maui and Hawaii ports, per stmr. Mauna Loa, Jan. 18.—C. A. Grasham, E. P. Dole, T. Utuk, Dr. Lindley, M. S. Levey, J. Coopner, A. Fernandez, Wm. Kalliwai, J. K. Kellikoa, J. D. Paris, Jr., Miss Mary Paris, Miss Akoi, Miss Maggie Kainani, Miss Lydia Kanoao, Miss Louise Kaupihe, Wm. Thompson, R. A. Gardiner and 64 on deck.

Departures.

For Kauai ports, per stmr. W. G. Hall, Jan. 18.—Geo. Goodacre, Mrs. L. Kahlbaum, Captain Spurgeon, Bee Fat, Mrs. Spaulding, J. H. Wilson, J. H. Porteous.

For Maui ports, per stmr. D. C. Dole, Mrs. Dowsett, Miss E. Smith, J. M. Kaneakua, W. F. Pogue, T. Young and family.

For San Francisco, per stmr. Coptic, Jan. 18.—E. M. Walsh, Mr. Rose, Mrs. Cameron, Miss Birdsall and 5 steerage.

Calendars for 1898.

For the benefit of our many friends and customers on the other Islands or outside of Honolulu, we wish to state that the car containing our CALENDARS met with an accident on the way to San Francisco, and was burnt with all its contents. We have re-ordered them, and as soon as they arrive, will distribute them as we always have done.

E. O. HALL & SON, LTD.
1935-3W

ELECTION OF OFFICERS.

At the annual meeting of the stockholders of the Hawaiian Gazette Company, Limited, held this day, the following officers were elected to serve for the ensuing year:

William R. Castle President
Walter M. Pomroy Vice-President
William Savidge Secretary
Clinton G. Ballentyne Treasurer
James E. Castle Auditor

The above officers constitute the Board of Directors.

WILLIAM SAVIDGE,
Secretary,
Honolulu, H. I., January 18th, 1898.
4820-3T 1935-3W

ADMINISTRATORS' NOTICE.

The undersigned having been duly appointed Administrators of the estate of William Henry Harrison Halstead, late of Walluku, Maui, deceased, in testate, notice is hereby given to all persons to present their claims against the estate of said W. H. H. Halstead duly authenticated, whether secured by mortgage or otherwise, to Geo. Hons at his office in Walluku, Maui, within six months from date hereof or they will be forever barred. And all persons indebted to said estate are hereby requested to make immediate payment to said Geo. Hons, or to Chas. Wilcox, of Honolulu.

GEORGE HONS,
CHAS. WILCOX,
Administrators of the Estate of W. H. H. Halstead, deceased, in testate, December 27, 1897.

NOTICE

Mr. George M. McLain is no longer in my employ, and all persons are hereby cautioned that he has no authority to collect monies on my account.

L. B. KERR.

Per Charles Girdler.

Honolulu 11th January, 1898.
1932-3T

ARRIVALS

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